ISSUE 73

The Sea People

The Sea People

April 2009

Gene Perry
7828 S.E. Continental Dr. Hobe Sound, Fl 33455

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Hobe Sound, Fl 33455

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The Sea People

Magazine of the Polynesian Catamaran Association

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From the PCA constitution:

The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
« Polynesian Catamarans » shall mean the various classes of catamarans as designed by James Wharram.

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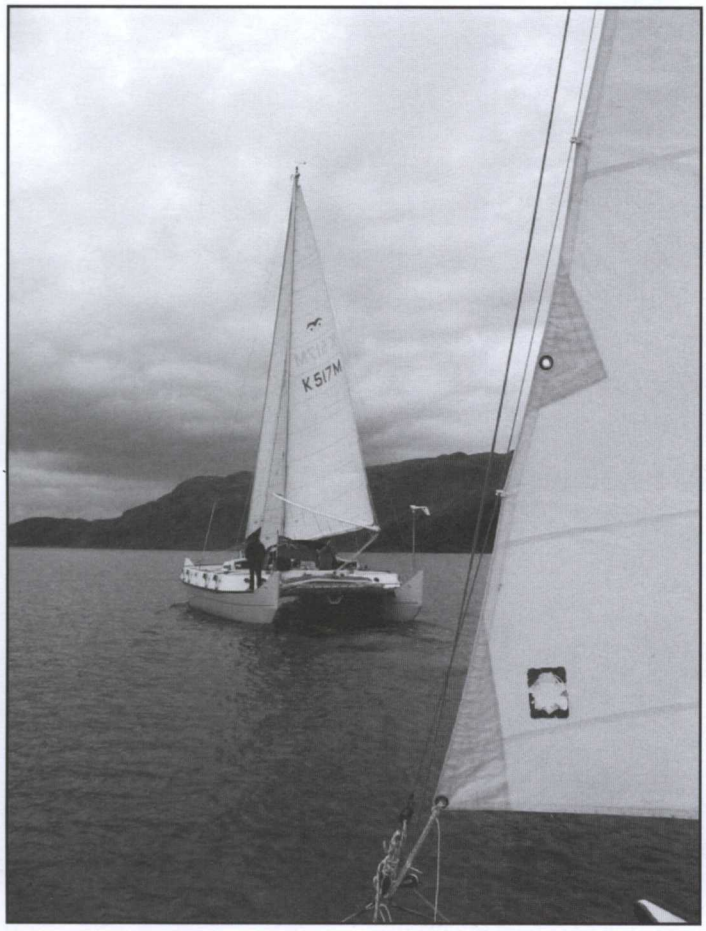
Front cover:

Our Secretary, Ken Hook, passed away in March. His Tiki 26, "Skinny Dipper" and the waves are now orphans but the sailors have gained a new bright guiding star in the night sky.



Dan Kunz would like to inform you that if you have friends who would be interested in getting emails about Wharram events, please forward their email addresses to :**floridawharramrendezvous@hotmail.com**.

More about the Florida Rendez-vous:
What Do People Do at a Wharram Rendezvous?

We talk about Wharrams. We tell stories… some may even be true. We compare notes. We look at plans. We take pictures of each other's boats and get some really good (and a few bad) ideas.
If you haven't seen a Wharram, are building a Wharram, thinking about sailing and cruising for a reasonable amount of money, want to do something unique or just like multihulls (or boats of any kind) we welcome you to the event.
We welcome everyone…trimarans and even "half-boaters" (monohulls) too. Stinkpotters are welcome if you are really nice!
Oh, yes, we do eat and drink a lot too!

PCA EVENTS

2009 dates	PCA meetings & other events	Contact
To be advised	PCA AGM	Anita Hook, PCA office
May 15, 16 & 17	Wharram spring/summer rendez vous	
	Isla Morada, Florida Keys, USA	Dan Kunz & Gene Perry
June 12, 13 & 14	Austrian Wharram Circle, Summer meet	Gerald Winkler
Others?		

HOW TO HOST A MEET?

What's needed to host a meet?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams.
A couple of anchorages within a day's sail
Pre-designated pickup points.
Site for a BBQ or inexpensive restaurant.
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier. All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

Please, check the website for the latest infos about the meetings or ring the PCA office.

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Polynesian Catamaran Association

All members contributions in the form of articles, letters and photographs (*black & white or colour print or transparencies)* are welcomed by SeaPeople.

All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value.
All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

The texts published in the magazine are the authors' responsibility.

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to pcatxt@pcaseapeople.org.uk (for articles, simple txt is best, .doc (MSWord) is fine also) and pcapix@pcaseapeople.org.uk (for pictures or drawings) .jpg format preferred (others less so).
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)

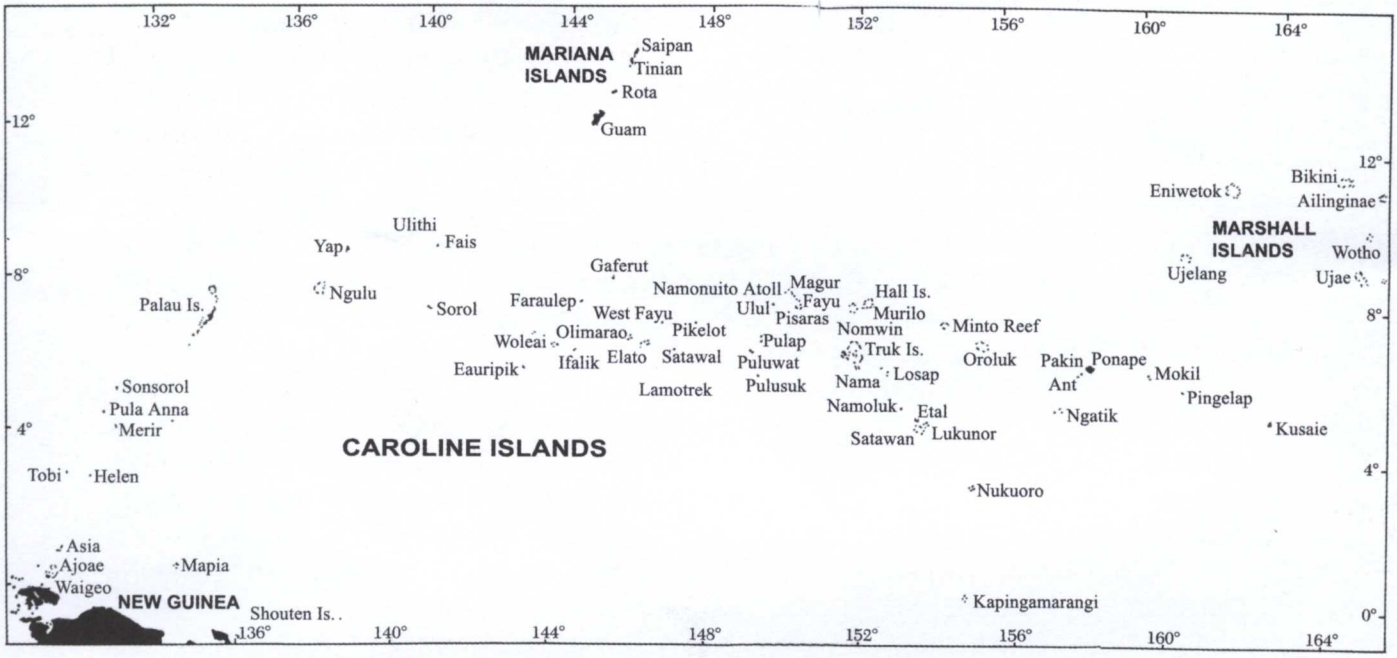
Please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb

So long my friend!

All the sailors know it: the night watch around 4 a.m. is the most difficult to pass. Just before the dawn it is difficult to keep your eyes opened. It is not easy to see anything when the sun is not yet appeared. The sky line is hidden in a strange blue mist. You begin to find the time very long. Your crew members are in a deep sleep while you are fighting against an half asleep state.
Your only dream is to reach the next hour for waking up the next watcher and sinking immediately into a deep sleep at your turn.
During the night, between the second and the third of March, Ken Hook was in his last watch turn. For months he was fighting against this bloody crab which was eating him from the inside. But this last watch turn was probably too much, too tiring and he passed away peacefully about 4.45 a.m..
As Anita says it: "he is now sailing the seas and watching sunrises and sunsets all over the world…"
Each of us will keep of him the best image, the one of a smart guy always ready to help…
He went through the PCA difficulties with a constant energy for raising up the association.
In his shadow Anita was always at his side. It is said that there is no great men without great women behind them. For me Ken and Anita were like a couple of lovebirds and it is with a lot of sadness that I, and all the PCA members, send to her our condolences.
You already miss us Ken! I hope that you have got the eternal fair winds up there!
Now I know why the sea water is salty: it is because too many sea people are crying for their dead friends…

Rémy Roy.

TRADITIONAL NAVIGATION IN THE WESTERN PACIFIC



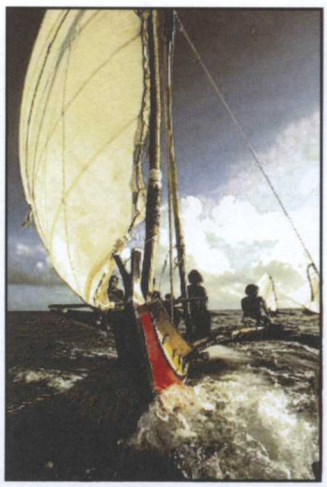
While we are expecting to get writings from the Wharrams returning from their sailing voyage aboard "Tama Moana" cats for Tikopia and Anuta islands (we hope to publish James & Hanneke in the next issue), we may take an interest in the traditional navigation used in the Western Pacific and in the methods the sea people from this area have developed to learn and to keep the sea knowledge alive until now.

Few years ago I have been in touch with the Polynesian Voyaging Society and the Hawaii Maritime Centre who sent to me many documentations about this traditional sea knowledge. They gave me their approval for publishing parts of this documentation in the magazine.

Here are some summarized writings from Stephen Thomas for your reading...

Do people learn and mentally organize their experience in similar ways in spite of differences in their cultures and in the content of what have to learn? Or is there a "primitive" mentality essentially different from a "civilised" one? We know that all people, if raised in the appropriate environment, prove capable of learning to speak any language and to think and operate effectively in the context of any culture. But what about different people's traditional bodies of specialized lore? Are they organized in similar ways, or not? Cognitive psychologists are interested in understanding how specialists mentally process and store their knowledge so that they can retrieve it as needed.

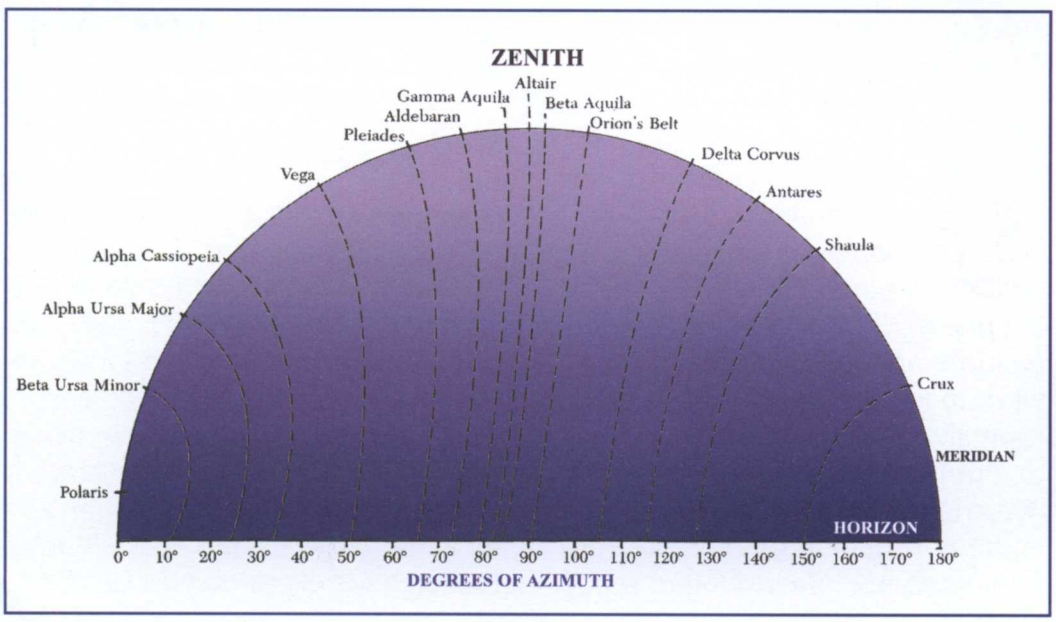
Traditional navigators of the Central Carolines Islands provide a case in point.
The Carolinian art of navigation includes a sizable body of knowledge developed to meet the needs of ocean voyaging for distances of up several hundred miles among the tiny islands and atolls of Micronesia. Lacking writing, local navigators have had to memorize their knowledge of the stars, sailing directions, sea marks and how to read the waves and clouds to determine currents and predict weather.
Before Europeans entered Micronesia, the known world of Carolinian navigators extended from Palau Island (132°E) in the west to the Marshall islands (160° E) in the east and from Mariana Islands (latitude 13°N) in the north to Kapingamarangi (lying on the Equator) to the south. This is a huge area to memorize. Their sailing directions also included places beyond this region but these lay outside the limits of intentional voyaging and were mostly mythical rather than real places meeting no practical need but served to show off one's learning.
Within Micronesia, the low islands of the coral atolls are where navigation and seafaring have been known and practiced. People living on the high islands of this region did not maintain seafaring traditions and depended on the atoll dwellers for trade and ocean travel. The west part of the Carolines is where the Carolinian navigation was most highly developed and where it is still in active use today.



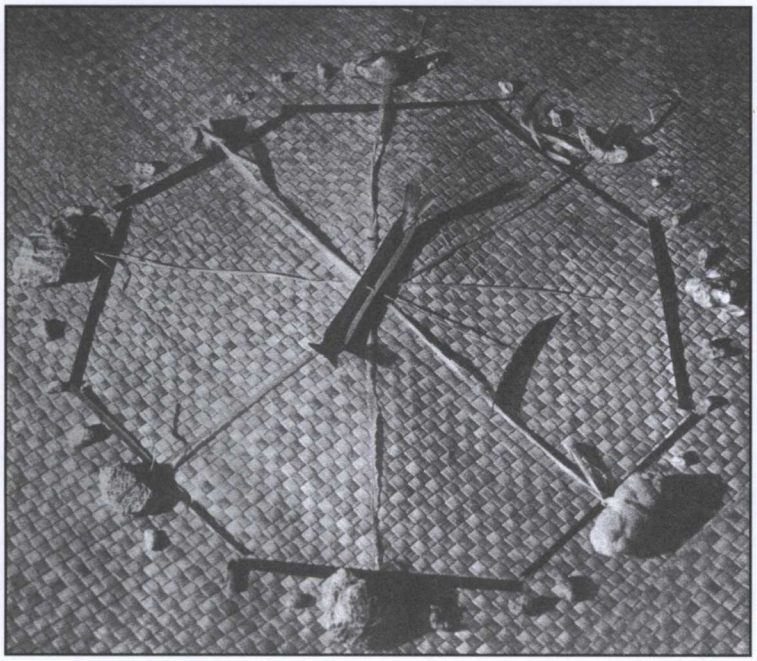
Carolinian proa

The Sidereal Compass

Basic to the entire navigational system is the "star structure", as the navigators call it. Observed near the equator, the stars appear to rotate around the earth on a north-south axis. Some rise and set farther to the south, and they do so in succession at different times. The "star structure" divides the great circle of the horizon into 32 points where the stars (other than Polaris) for which the point are named are observed to rise and set. These 32 points form a



Pathways of compass stars from their risings in the east (two dimensional projection)



Representation of "star structure" and canoe (in the centre) for teaching purposes

sidereal (star) compass that provides the system of reference for organizing all directional information about winds, currents, ocean swells, and the relative position of islands, shoals, reefs, and other sea marks. The diametrically opposite points of this compass are seen as connecting in straight lines through a central point. A navigator thinks of himself or of any place from which he is determining directions as at this central point. Thus, whatever compass point he faces, there is a reciprocal point at his back.
After learning the compass points, a student of navigation is taught all their reciprocals. The reciprocal of the rising of Vega in the northeast, for example, is the setting of Antares in the southwest. For every reciprocal pair a student must then learn what other reciprocal pair lies at right angle to it. A compass star on the beam can thus serve as a guide when star on which one's course is set is not visible. A feel for angular distances from one to another of all the compass points enables a navigator to maintain his course at the appropriate angle to any visible compass star or any other visible star known to rise and set in the course of a night. When no stars are visible, as in daylight or in overcast at night, a navigator still orients himself with reference to the star compass. Knowing the compass direction of wind and ocean swell, he can keep track of where he is headed.

Sailing Direction Exercises.

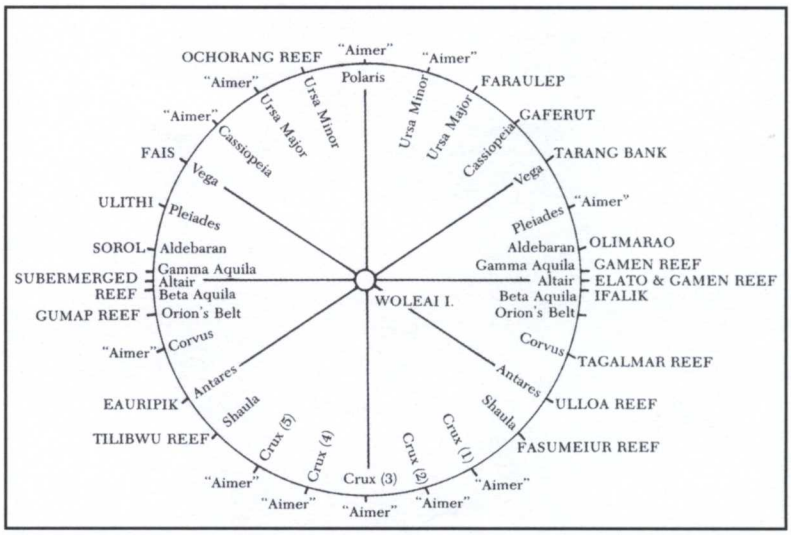
All sailing directions are kept in relation to the sidereal compass, as are the relative locations of all places of interest, including such numerous sea marks as reefs, shoals, and marine life. To memorize this large body of information the Carolinians have developed various exercises. "Island Looking" is the name of the most important exercise. With it, navigators and their pupils endlessly rehearse their knowledge of where islands are located in relation to one another. One takes an island and then goes around the compass naming the places that lie in each direction from that island. Then one takes another island and does the same. As they sit around the boathouse in the evening, older men quiz the younger men and one another. In reciting "Island Looking" a beginner gives the name of the nearest island that lies in a given compass direction from the hub island. As he goes around the compass, if no island lies in a particular direction, he so indicates. Later, the student learns to include reefs and shoals and,

finally, living sea marks *(places where they usually find some animals as whales, porpoises, sea turtles, etc.)*, thus filling most of the compass directions from each focal island. Figure 5 shows the places named on the compass directions as one looks out from Woleai Atoll.

Another exercise, "Sea Knowing," involves learning the names of all the sea lanes, called "roads," between the various islands and reefs. To speak of sailing on the "Sea o Beads" is to indicate travel between Woleai and Eauripik on the star course between "Rising of Fishtail" (in Cassiopea) and "Setting of Two Eyes" (Shaula in Scorpio). Referring only to the names of sea lanes, those in the know can tell one another where they have been travelling and leave the untutored in the dark.

The exercise called "Sea Brothers" groups sea lanes that lie on the same star compass coordinates. Thus on the course from "Rising of Fishtail" to "Setting of Two Eyes" lie the several sea lanes that connect the islands of Pisaras and Pulusuk, Pikelot and satawal, West Fayu and lamotrek, Gaferut and Woleai, and Woleai and Eauripik. A navigator may forget the sailing directions from Woleai to Eauripik but remember that the Woleai-Eauripik sea lane is "brother" to the West Fayu-Lamotrek sea lane. His remembering the star coordinates for the latter allows him to retrieve the forgotten coordinates from the former.

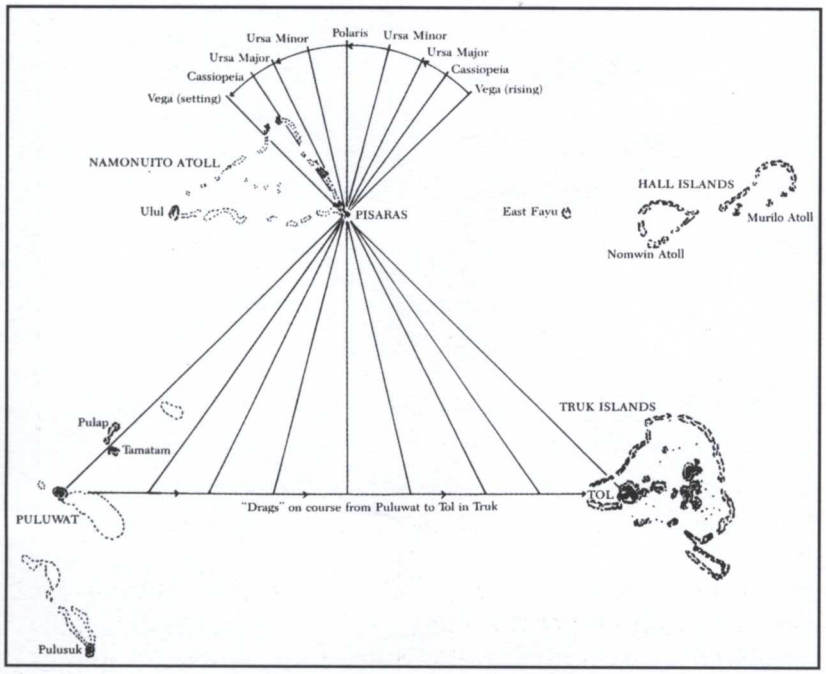
Many similar exercises, and others, have been devised under other names in different atolls. In each the navigator follows a course from his home island to the island from which the exercise begins. He then proceeds in accordance with a set pattern from one place to another. The pattern may be to box the compass, or it may be to go in a series of zigzags, or it may be to follow a main course northward, going off to east and west and back at each of a series of points along the main course. Some exercises rehearse the details of reefs, shoals, and seamarks along a specific course frequently travelled by local navigators.



Representation of the "Island looking" exercise, naming places and "aimers" (seamarks) as one looks out from Woleai Island.

Keeping track.

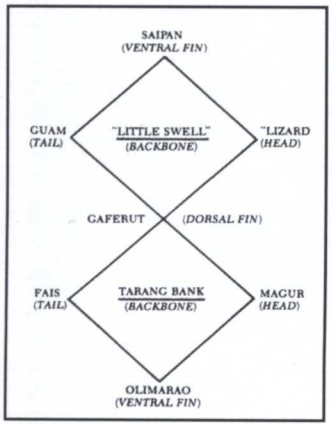
To estimate distance travelled and to keep track of his position during a voyage, a navigator uses what he calls "dragging" or "drags". It involves using an island other than his destination as a point of reference. On a voyage from Puluwat to Truk, for example, the island of Pisaras serves as reference. The course from Puluwat to Truk is almost directly east on the rising of Altair. Pisaras lies out of sight, 102 nautical miles northeast of Puluwat on the rising of Vega and a like distance northwest of Truk on the setting of



"Drags" on course from Puluwat to Tol in Truk.

Vega. As the voyager goes the 132 miles from Puluwat to Truk, Pisaras is "dragged" from the rising of Vega through the rising of Cassiopea, the rising of the main star in Ursa Major, the rising of Kochab in Ursa Minor, Polaris, and on through their respective setting of Vega on arrival et Truk. Each next compass position to which Pisaras is "dragged" begins a new leg or "drag" of the journey. The whole journey in this case is divided into eight "drags". Estimating the headway he is making, a navigator keeps track of his progress from one "drag" to another. As changing conditions affect his progress, he need adjust his reckoning only from one "drag" to the next. This way it is easier to keep overall track of progress made and expectation of landfall. Every course between islands has an island or seamark of reference that serves to divide the journey into "drags". Ideally, the end of the first "drag", the "drag of visibility", correspond with the point at which the island of departure ceases to be visible; and the end of the second, the "drag of birds", correspond with the most distant point at which land-based birds feed at sea. Similarly, the next to last is the one at which land-based birds again appear, and the last one begins when the island of destination becomes visible. Imaginary places can serve as points of reference for "dragging" as well as real ones, since real places that serve as such points are always too far away to be visible. For the trip north from the Carolines to Guam and Saipan, there are no conventionally located islands. Here "ghost islands" are used as reference.

"Trigger Fish", the schematic mapping used by the Carolinian navigators



Schematic Mapping.

Having no maps or charts, navigators must devise ways of constructing mental equivalents. "Trigger Fish" is the name for one such way of conceiving of the geography of the navigator's world. It envisions five places. Four of them form a diamond to represent the head, tail and dorsal and ventral fins of the trigger fish. The head is always the eastern point and the tail the western one; but the dorsal and ventral fins can serve either as northern and southern or southern and northern points respectively. The fifth place, at the centre of the diamond, represents the fish's backbone. Any set of islands, real or imaginary, reefs, shoals can be construed as a trigger fish. On a course between dorsal and ventral fins, the head or tail can serve as reference island and the backbone marks midcourse. Where it is possible to see two trigger fish arrangements in which the northern point is the southern

point of another, navigators engage in what they call "turning the trigger fish". The southern trigger fish is mentally flipped northward, its dorsal fin serving as a hinge. As a result, the same place serves as dorsal fin for both, being the northern point for one and the southern point of the other. It is also possible to have overlapping trigger fish, using the backbone of one as dorsal or ventral fin of another. Navigators arrange their world into large trigger fish and into fish and into chains of contiguous or overlapping lesser ones. These exercises serve to organize the islands into schematic mental maps.

"Great Trigger Fish" are large scale maps. One has Pulusuk as Head, Palau (856 miles west) as tail, places called "fishing ground of kumak fish" and "reef of needlefish" as dorsal and ventral fins, and Eauripik as backbone. The great trigger fish of special importance is the one that has Magur and Fais (567 miles apart) as head and tail, while Gaferut and Olimarao are dorsal and ventral fins. As one stands on Saipan looking south, moreover, the rising of the constellation "Triggerfish" (Crux) lies almost directly over Magur, and its setting is fairly close to the bearing for Fais. On sailing south from Guam and Saipan, a navigator knows that, if he stays within the rising and setting of Crux, he will end up in the heart of the Caroline chain, with its many reefs, shoals, and other sea marks of which he has knowledge. The northern flip of this great trigger fish keeps Gaferut as the dorsal fin and has Saipan as ventral fin, Guam as

tail, and the imaginary place "Lizzard's Pool" as its head.

Predicting weather

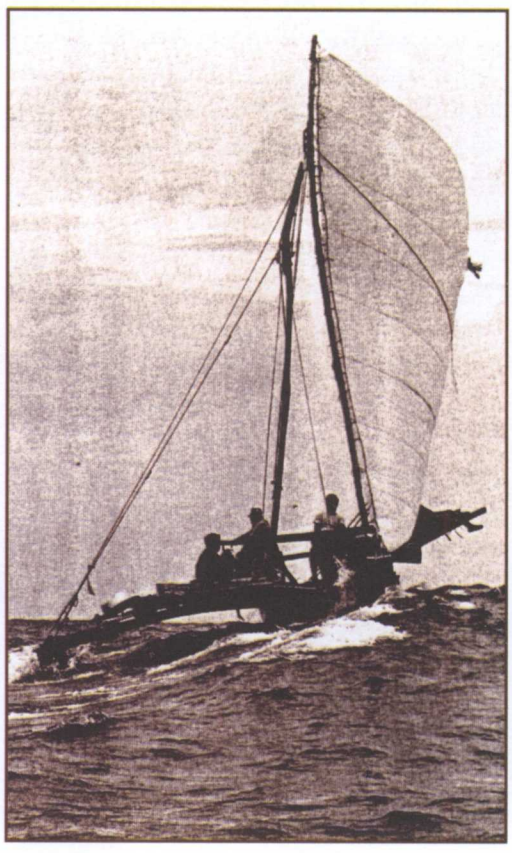
Weather conditions are equated with the months of a sidereal calendar. Though called "moons", these months are independent of the moon. In most calendars there are twelve or thirteen months of unequal length, each named for a star. A month begins when its star stands about 45 degrees above the eastern horizon just before dawn, when to look at it one must tilt one's head back to the point where one feels a roll of skin forming at the back of the neck. It continues until the next month star reaches the same position. After each month begins, one or two "fighting stars" make their first appearance above the eastern horizon just before dawn. If there is one such star in the month, it will "fight" (bring stormy weather) for five days after the next new moon first appears in the west at sunset. If there is another fighting star in the same month, it will

The Carolines Islands are one of the very rare places where the traditional art of navigation is still in use.

make stormy weather in the last five days of the moon's cycle that began in that month. What is a fighting star in one month may be the star for which a subsequent month is named; but not all fighting stars designate months. More immediate weather conditions are forecast from the colour of the sky at sunrise and sunset and the shapes of the clouds.

Putting the system to work.

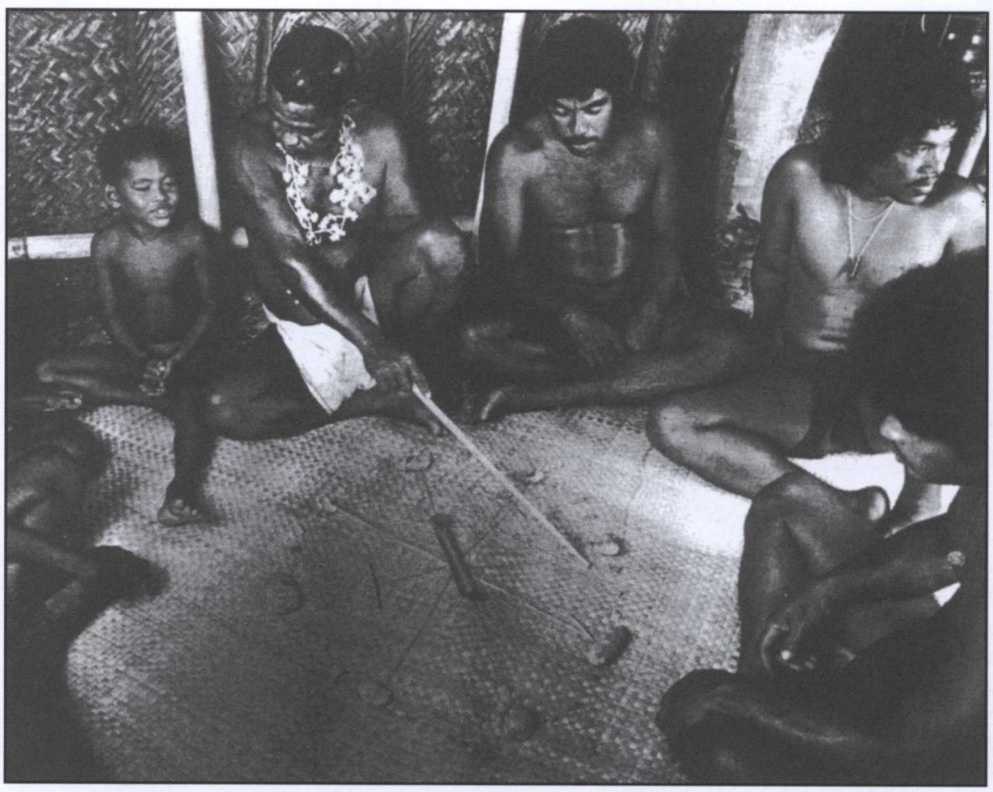
Learning the sailing directions, parallel sea lanes, sea marks and the various drills involving them is one thing. Learning to put it all to work in actual practice is something else. The stars are not visible by day, and the sky may be overcast at night Sailing directions in the exercises are, at best, only the nearest compass point. Conditions vary with the seasons. Application requires using what one can actually see, and it requires using the sailing directions in the light of actual experience.
Ocean swells are a crucial guide in sailing. Navigators recognize up to eight different swells, one from each octant of the compass. Dominant and most reliable are those from the north, northeast, and east, associated with the tradewind season (December to March). During the summer months, swells come from the southeast and south. The different swells have characteristic intervals. Navigators take advantage of opportunities to check the direction of swells against the stars. When two swell systems are moving across each other, like the converging wakes of motorboats they make peaks where they come together. The navigator can steer by the alignment of these peaks or "wave nodes", as he call them.
Currents reveal themselves by the shape of the waves. A current flowing against the wind produces steeper waves, one flowing with the wind flatter waves. The



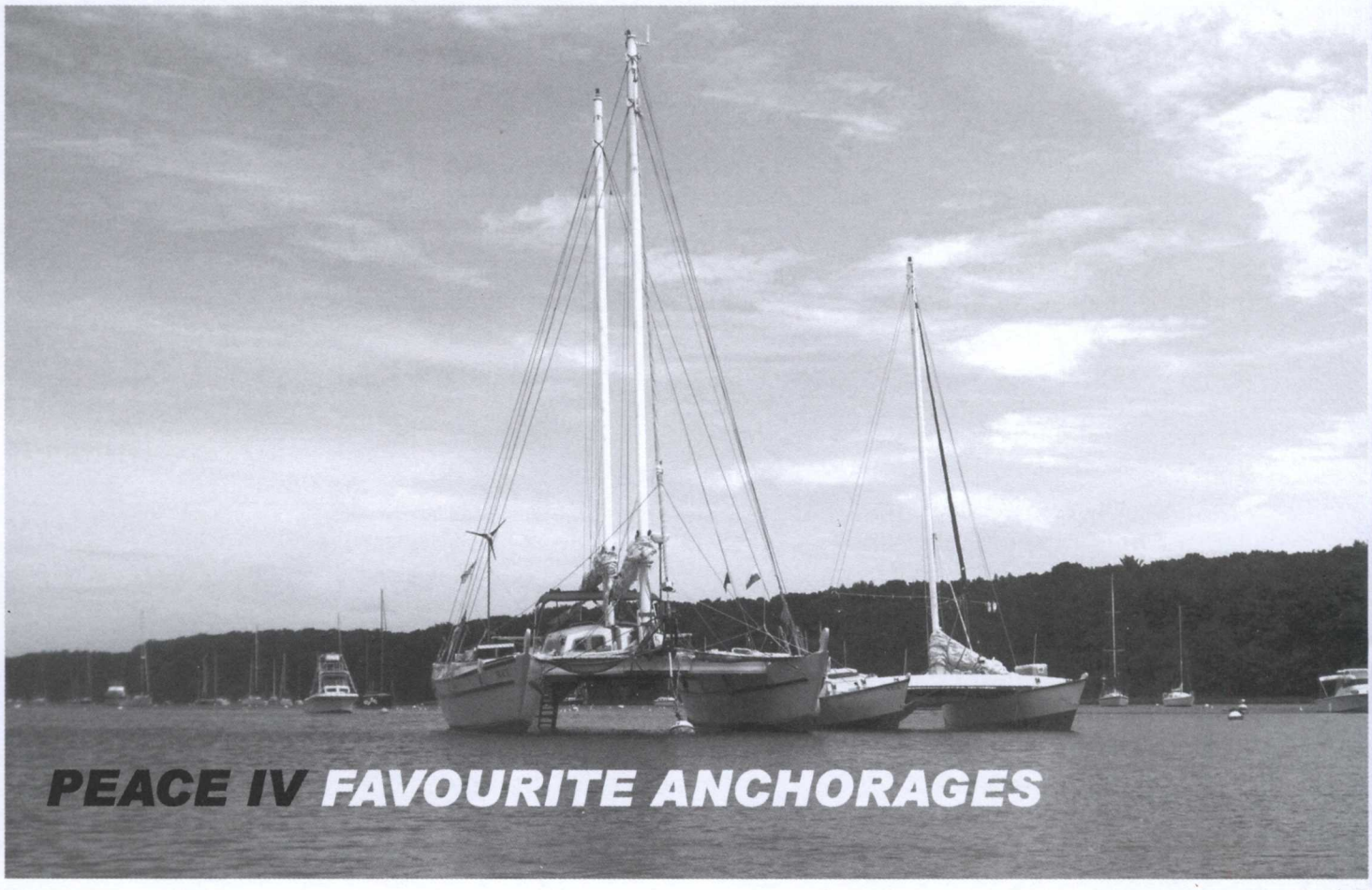
Right: A Carolinian proa running on the swell

direction and strength of a current may also be revealed by the pattern of ripples on the surface of the water. Currents make a significant difference for how a navigator adjusts his course in actual voyaging.

When setting out, the navigator lines his canoe up with landmarks on the island of departure according to whatever alignment is indicative of his particular star course. He then trims his sail to hold that course and keeps track of the angle of progress in relation to swells or "wave nodes". When he reaches the point of "one tooth", where the island of departure is visible as only a single point on the horizon, he sights back to see how the island lies in relation to the course he is maintaining. If it is in direct alignment, no compensation for current is necessary; if it is out of alignment, he uses the degree of shift to estimate the strength of the current. There are working rules for how to adjust one's course. For example, a navigator may adjust his course by half a compass position for each full compass position the island has shifted out of alignment. Application of navigational lore also requires fine tuning the systems of knowledge and adapting them to local conditions. The course directions given in "Island Looking" and other training exercises are not in fact the ones a navigator actually follows, unless he has never made the particular voyage before. They indicate where one island lies in relation to another but do not show how best to travel between them. In practice, a navigator may begin with one star course and change to another course at some "drag" point along the way. Adjustments must also be made for currents and changing conditions as they are met. Sailing against the wind is likely to require planning a series of tacks from drag to drag. The navigator must learn how to make all these adjustments of course for voyages he expects to make. Years of sailing experience are necessary to develop skill as a navigator. Boys begin learning the names of stars at 5 or 6 years old, and only when they are 18 or 20 at the earliest are they ready to take charge of a voyage on their own. As with any other skill, not everyone is good at it.



A navigator master teaching to one of his pupils.



PEACE IV FAVOURITE ANCHORAGES

In the last issue they have written what were their criterions for choosing an anchorage. Following this last article, here comes a non exhaustive list of Ann & Nev favourites anchorages where they please to stop and return to, years after years, when they migrate along the east coast of America following the course of the sun and its heat...

In autumn, we normally find deep blue sky and mostly helpful north winds to sail down the Chesapeake. Summer shorts were put aside up in Long Island and the trousers were located, sometimes winter coats and stocking caps too. But once in the Chesapeake, it is warmer and we like to take it easy for a few days and lounge around in Sassafrass River or any of the little creeks in the Bay. Excellent cruising grounds are all over the place... one little creek after the other. It's all good.

These waters were made for the shallow draft vessel and folks developed several types of beautiful and effective power and sailboats. I don't know what they call a lot of them, but your eyes will recognize clever design and enduring quality when you see it. Watermen have been here from the beginning oystering,

crabbing, fishing, duck hunting, goose hunting, and just enjoying the Bay and the various boats reflect the people's lives. Simple, robust, and graceful.

But although the cruising is so good, it is also wonderful to be in the Great Chesapeake Bay Schooner Race which begins in Baltimore, Maryland and shooshes down the Bay to Portsmouth, Virginia. Peace is schooner rigged, so we join in the fun even though they have no idea what to do with catamaran schooners among the tall ships etc . The first time we raced with them, we caused quite a stir back in '06, but this year Ron Hall entered racing Mouser, a Tiki 38 launched earlier this summer. We told the race committee that Jacques Pierret will be bringing his Tiki 38 next year - he expects to launch in the spring 2009 and be race ready by autumn. So they have asked me to contact Wharrams for race rate information and there will be a formal multihull class among the 55 schooners in '09.

To encourage this trend among Wharrams, we will now make a permanent invite for a Wharram meet the week end after the Race each year in nearby Norfolk's Willoughby Bay to be associated with Rebel Marina. The folks at Rebel founded the Race 19 years ago and are happy to help us get comfortable during a Wharram meet after the Race. We will likely anchor out and just use showers etc at Rebel, but they are willing to allow us to tie up if weather is too blustery. Perhaps we can all contribute to the Race charity, Save The Bay.

After the Race and the Wharram meet, we like to go into the Intra Coastal Waterway (ICW) behind Cape Hatteras because the weather systems offshore so often mix it up with currents and shifting shoals, lots of maritime tragedy has occurred including my great grandfather lost at sea there with all hands on a schooner decades ago.

The ICW in this part of the trip, has some large areas of water available for real sailing, and lots of pristine coastline and historic towns to see.

The first stop is the Dismal Swamp which is an alternate channel to the main ICW and was surveyed by George Washington and others. It goes through cedar swamps, and wild life abounds. We like to stop over at the free dock inside the up lock and visit with Robert, the lock keeper. Usually there is some potluck arrangement for a meal and new friendships are made with fellow cruisers, stories swapped, etc. Another stop at the Visitor Center is sometimes made before leaving through the down lock. Then there is the most beautiful Pasquotank River which twists and turns through swamp trees glowing with autumn leaves green, orange, and red. Watch the depths and keep to the outside of the bends for deep water, but watch also for tree branches so they do not tangle in the rigging! The water is dark brown like strong ale due to tannin in the water. It looks handsome with these trees.

Elizabeth City loves to welcome cruisers and has free dockage, is a sweet old town, and the people come down to offer rides to grocery stores, and love to have a chat. Go walking and see the neighbourhoods. Peace usually anchors out above the bascule bridge where it is quiet and buys cheap petrol at Sawyer Creek (far side

One of the several place where you can stop along the east coast; here in Chesapeake Bay.

of the building on the car side!)

Albemarle Sound is next and it is mostly fresh water so expect it to get up into a mean chop with any wind. Even Peace, large as she is, has learned some respect for the Albemarle. There are shallow draft short cuts but be careful of the crab pot floats outside the recommended course as you sail along.

The Alligator River (yes, real alligators) is another place for good sailing, but remember that the swing bridge may not open if winds are too strong. Call ahead on VHF 16 if it is blowing, and there are anchorages with good holding on both sides top of the Alligator.

We usually anchor at the far end of the Alligator before we go into the Pungo/Alligator Canal. This long canal has one bend in it, and no place to stop, so get your ducks in order before you start. Anchorage at the other end has good holding or you can go on and stop in Bellhaven, Be warned! Some folks have loved it so much there, they never left! A friendly and quiet town with pleasant neighbourhoods, it has back waters and remote creeks in the vicinity and historic areas to walk through.

Pamlico sound is all good. If you want to sail and explore the Outer Banks, you will find them ultra scenic, and the National Seashore is right there with Ocracoke as its most cruiser oriented starting place.

But we like the Neuse River best.

Peace has made so many friends in Oriental, they all feel like we have come "home" when we get there. A Wharram breezed in there last year, and they had motored from Canada because they had no mast. Jacques had found mast, sails, and rigging for them up in Sandy Hook, but they had no way to step the mast until they got to Oriental. There, the old, retired cruisers we call The Gnomes, came down to the boat with their long white beards and decided this boat was something like Peace. We are still not sure exactly which Wharram design she was, but I suspect she was not a Tehini as we were told. I think she was a Narai and the adorable toddlers were what got the whole town to turn out to help them. The masts were scraped, repaired, and varnished, rigging set, sails sorted, and the family set off for Martinique offshore. The boat started to break apart in the ocean, so they returned and anchored in Beaufort and The Gnomes came down and lashed her together like Peace. That time, she made the entire trip offshore to Martinique and took rough weather in stride. So Wharrams have a home in Oriental.

After Oriental, we visit one of the Tiki 46 builders we sold plans to. Clifton Thompson on Tiki46.com. We visit him up in the mountains, mix a little glue, and then get back on Peace and head south to Beaufort/ Morehead City.

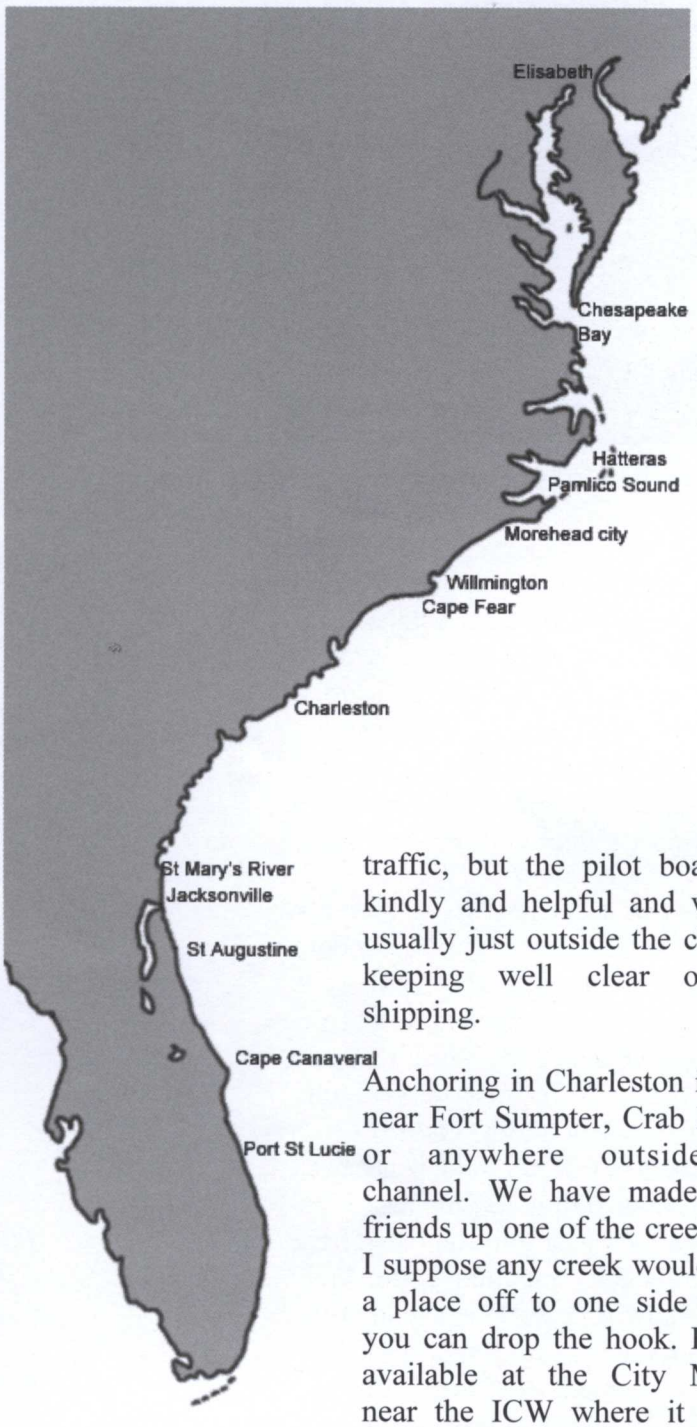
From Oriental, we take a good weather forecast and go to Morehead City where Peace likes to anchor in good holding right near the Coast Guard station just inside the inlet. Then early in the morning, we usually head offshore. Depending on the forecast, we have plan A and plan B, and if we are in some kind of a silly hurry, we have plan C. But what's the hurry?

The shore near the Cape Hatteras

Plan A is to leave Morehead City and sail overnight to Charleston. This involves sailing right over or around Fryingpan Shoal and it is a good choice in the right kind of weather because it is simple and we can let Peace have a little run. The best is a quartering wind and full moon... Ah!

Plan B is to sail right along the coast to Wrightsville Beach's Masonboro Inlet and go in to anchor and sleep over night in Wrightsville. Come morning we can head south in the Intra Coastal Waterway (no bridge to wait for heading south) and go down the Cape Fear River and head back out to sea avoiding Fryingpan Shoal entirely. This is a good choice if the weather is only medium good. With an offshore breeze, Peace can romp along happily.

Plan C is to continue sailing or motoring in the ICW and anchor in the few recommended anchorages. We have done this enough so we do not feel hugely interested in doing it a lot more. Not when we think how warm it is further south. Let's get there! Charleston is an all weather harbour with excellent leading lights, entrance buoys, etc. There is a remarkable amount of freight or

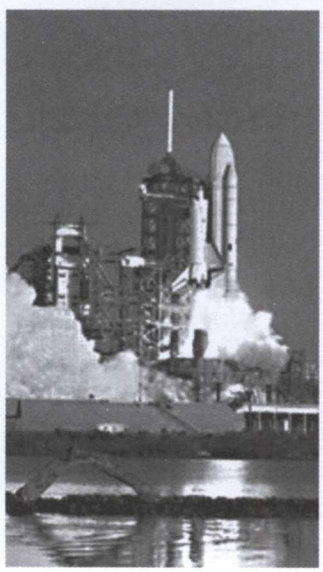


traffic, but the pilot boats are kindly and helpful and we are usually just outside the channel keeping well clear of the shipping.

Anchoring in Charleston is easy near Fort Sumpter, Crab Island, or anywhere outside the channel. We have made some friends up one of the creeks and I suppose any creek would have a place off to one side where you can drop the hook. Fuel is available at the City Marina near the ICW where it leaves Charleston heading south. With the next forecast though, we are eager to make one more overnight sail just offshore to the border between Georgia and Florida.

Here we enter the St Mary's River which is another all weather harbour with leading lights, entrance buoys, and good holding can be found just inside on the right behind Cumberland Island. Two anchors is best in the reversing tides. Walks ashore are delightful along nature trails. We usually celebrate total freedom from all winter once we get here.

North Florida is still quite pretty and the ICW is pleasant most of the way to St Augustine. That inlet is sometimes not safe to enter due to storms at sea even if local weather is gentle. You find out if it is safe to enter when you get there usually because they so often fail to say the conditions at the inlet on the weather channel on VHF. So we usually take the ICW from St Mary's River at Fernandina to St Augustine. A bit of care is needed going through St Augustine because there are two red buoys close together having to do with the inlet crossing the ICW. Lots of boats get confused here, so take your time and get it right. It helps to remember that the ICW buoys have a small gold badge in addition to their normal green square or red triangle shape. Keep the triangle gold badges to starboard heading south if you are in the ICW. Anchoring in St Augustine can be tricky in strong reversing tides. You can also anchor in the Salt Run or behind the town in a little river. Check the chart and explore by dinghy first. The town is seriously old and very interesting.



Right: you might see a space shuttle launch if you sail in the Cape Canaveral area but you will have to moor far away from the launching zone.

PEACE IV FAVOURITE ANCHORAGES

I do not deeply love the rest of Florida but other folks do. You can go out the inlet at St Augustine safely if it look good and sail along the coast to Cape Canaveral. This is an all weather inlet with a sea lock capable of handling large cruise ships. The rise and fall is not large and you can go in a short distance to join the ICW and anchor just inside at Cocoa in good holding.

Tie your dinghy at the little park and head for the most fantastic hardware store. Travis has it - whatever it is! The town is good, and you can bus to grocery stores over the bridge a couple of miles to your east. You are now warm, have relocated your shorts and sandals and are renewing that deep cruiser tan. Welcome to the good sailing in the Indian River. Mostly reaching winds, few bridges, and open water. Holding is fine and you are enjoying good sailing and warm nights again.

The Wharram meet is first weekend in December near the St Lucie Inlet at Peck Lake. Do not believe the chart here. Heading south just keep #19 to port and drive right in. It is not 2 feet deep. It is about 10 feet deep and you just head towards the tower and drop the hook. The other side of the spit is the Atlantic but there is a strong undertow, so take care swimming. Holding is good. Gene and Dan put on quite a party and we usually have a few Wharrams and other home built boats gathered together. Peace also has old cruiser friends who wait for us here. A good time.

After the meet, we are eager to get out to Bahamas. We sail down to Lake Worth if we need groceries at the north end of the anchorage (tie up the dink only in daylight and lock it good). Once we have the grub, we wait for winds.

Waiting for winds can become a lengthy process if you are not used to ocean passages. Actually the passage is only 50 miles to get over the Gulf Stream and onto the Banks of the Abacos. So if you can do 6 knots, that is not much more than 8 hours underway. The Stream is a river of water in the ocean that runs about 3 knots and if there is wind against tide, it can be unpleasant. In strong north winds, it can be dangerous.

We have crossed the Gulf Stream so many times, it is beyond remembering. We have done it in all kinds of conditions for various reasons. Once we bashed into 15 knots easterly headwinds just to get away from the mosquitoes and thought it was worth it! Usually the bugs are not bad though.

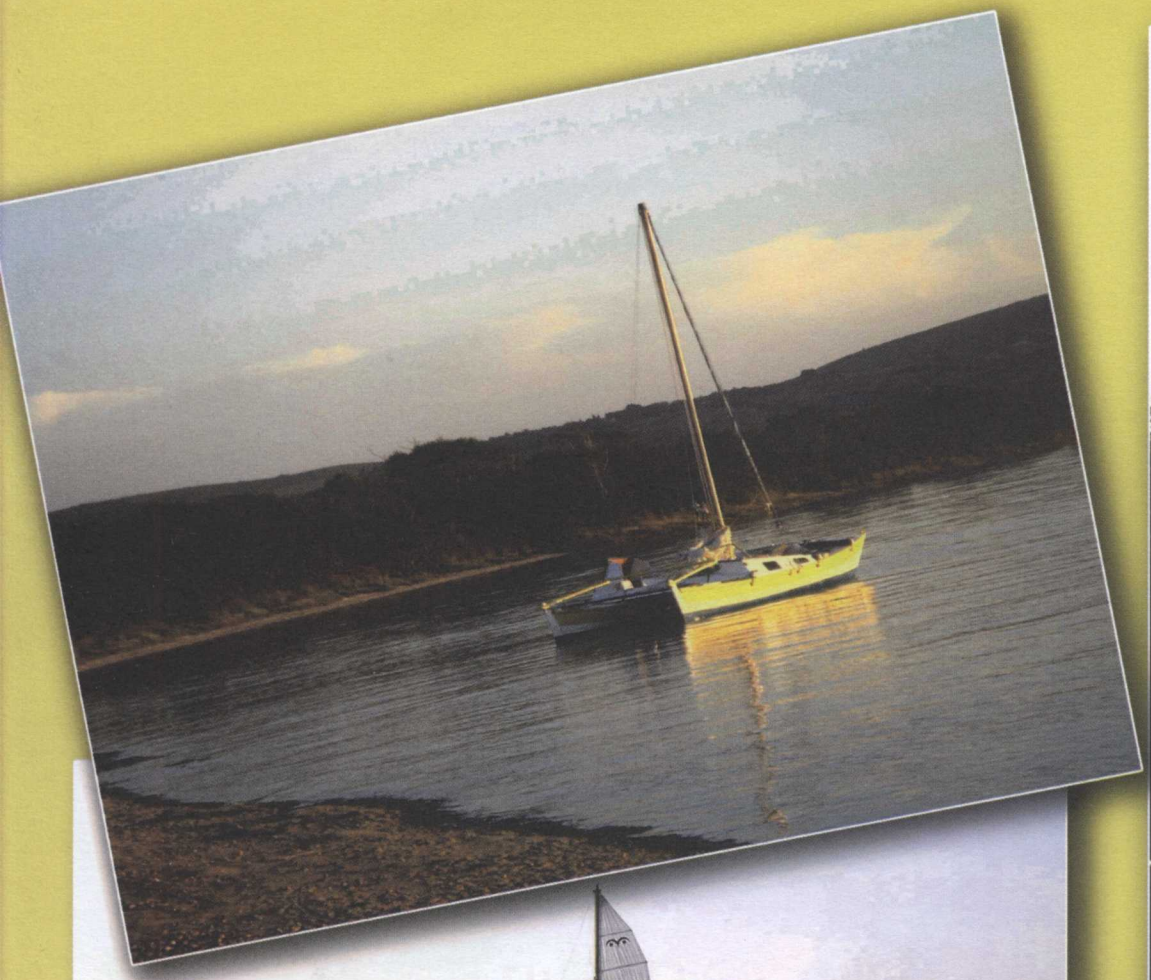
The thing is, the winds clock around about once or twice a week. Usually you get east winds right on the edge of the Trades. This is headwinds and you prefer to sail in more comfort, so wait it out and get your chores and shopping done so you are instantly ready to go. Listen to the weather reports and they will say when the winds are about to clock to the south, then west, then north, and back to east. We leave just at the beginning of this clocking process and sail out the Lake Worth inlet at any time of daylight. We like to see the small fishing boats in and near the inlet. They are so busy with fish, they are not watching out for us. They are really catching fish, so it is understandable!

Love, Ann and Nev

ICW
Intracoastal Waterway

It is a navigable toll-free shipping route, extending for about 3,000 miles (4,800 km) along the Atlantic Ocean and Gulf of Mexico coasts in the southern and eastern United States. It utilizes sounds, bays, lagoons, rivers, and canals and is usable in many portions by deep-draft vessels. The route is federally maintained and is connected to inland waterways in many places. It was originally planned to form a continuous channel from New York City to Brownsville, Texas, but the necessary canal link through northern Florida was never completed; hence, it is now in two separate sections—the Atlantic and the Gulf.

The Atlantic Intracoastal Waterway serves ports from Boston to Key West, Flo. The route is linked by several essential man-made canals, including the Cape Cod, Chesapeake and Delaware, and Chesapeake-Albemarle. The lowest controlling depth is 6.1 feet (1.9 m) in the Dismal Swamp Canal of Virginia and North Carolina. During World War II, the route became important as a means of avoiding the submarine menace along the coast. Commercial traffic (oceangoing vessels and barges) serves the heavily concentrated industrial areas north of Norfolk, Va; whereas, to the south, the waterway accommodates mainly pleasure craft traveling to the Florida resort areas.



KENA

CARIBBEAN AREA

John Jameson and his crew are continuing to sail around the world aboard their Tangaroa "Taraïpo".
They are actually on the way to Panama.
Before going through the canal to the Pacific they have sent to us some words about their last stops in the Caribbean area.

November 2008 San Blas Islands. The Caribbean in Wintertime.
It was not quite as we had expected – luxuriating on deck in bikinis and sunglasses, gently sailing from island, maybe even finding some work in the luxury yachting or hotel industry. Dream on, the few jobs available are poorly paid, the Trade Winds whistle through the anchorages night and day, and we gave up trying to beat our way northwards from Grenada towards Martinique and Guadeloupe. Instead we contented ourselves spending weeks on end, in stunning turquoise anchorages in the Grenadines, sharing with the daily comings and goings of about twenty charter yachts per day. A rich market for Nicole to prey on, in her best red bikini, selling her entire stock of shell jewellery. I was amazed to see so many pristine sailing yachts, earnestly motoring round a sailing paradise. We made a name for ourselves sailing into one of the busiest anchorages, Bequia. Our engine refused to start, so we beat to windward in a series of figures of eight, gybing at the end of each tack, to be certain of maintaining steerage way, as we worked our way through a few million pounds worth of highly polished yachts, super-yachts and mega-yachts. We cannot afford a crunch, being an un-insurable, rustic vessel, with a stubby little 9m50 mast.

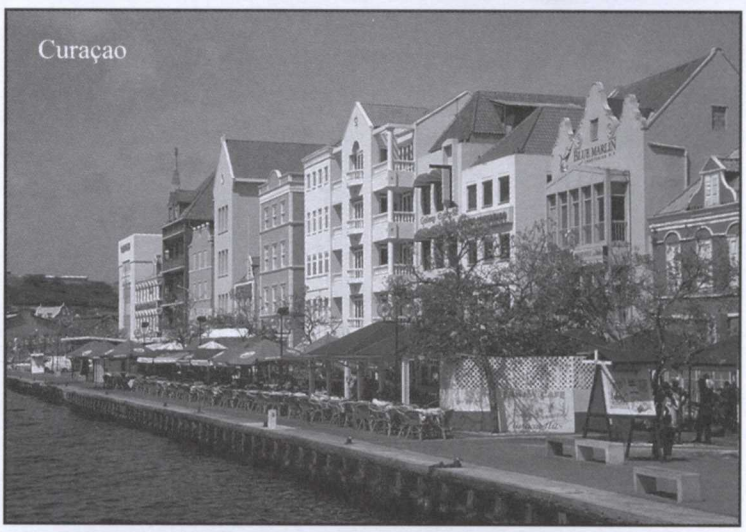
Venezuela in Springtime.
John McLaren joined us in Trinidad for a blistering 3 week trip to Curacao. After airing his bagpipes on the yachts in Scotland Bay, we caught a squall and shot out of the Boca de Monos (Screecher Monkeys abound here) at 10.5 knots, close hauled! Then down-wind we went, under jib only, in 20 knots (average) of North Easterly Trades, to explore pristine and well protected anchorages of Venezuela.

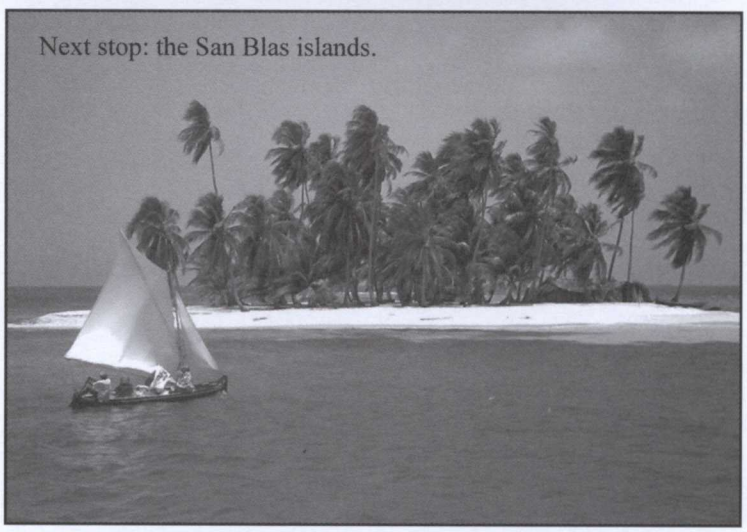
Curacao and Columbia in Summer.
Taraipo was a long time in Curacao, undergoing major interior decoration, a serious challenge in the narrow confines of a catamaran hull, at 33 C. Spanish Water is the best anchorage in the Caribbean for re-stocking (good value), maintenance (1st world supplies) and repair. We tucked behind the yacht club marina, absolutely safe in any weather (this is the hurricane season) clean for swimming, no waves, we lowered our home-made mast to check the pop-rivets, electrics and rigging after 40,000 miles. The bottom fishing was not too good. Puffer fish being the flavour of the day – heavy, ugly beasts that play dead on the hook, proceeding to inflate like a football and make gross farting noises. Most unappetising – so they were all re-launched.
It's a long way into Cartagena by night, with its stunning skyline and 8 miles of buoyed channel. We called Port Control before entering – no reply. But we got a wave from a passing Pilot Boat and continued motor sailing inwards. The wind headed us, so I went forward to drop the jib, and horror of horrors, I see one of the skyscrapers moving towards and to starboard of us at about 6 knots, showing a green light, and 2 masthead lights almost in line! My excuse was that I was overtired. Instead of continuing green - to – green I decided to show my red and in so doing crossed in front of the container ship as fast as we could. Our hearts stopped, as the lights came closer, changing slowly from green and white, to green-white-red finally to white and red. Phew,

never again will I cut corners at night. This port turns round several container ships per day, and is buzzing with Guarda Costa speed boats, toting 3x200hp Yamahas, blue strobes, and doing about 45 knots. Spectacular stuff, but there are still plenty of bandits and drug runners around.
Next stop the San Blas islands.

A BIG P.S. January 2009
We are poised to head through the Panama Canal – our problem is that we don't have an engine that we can depend on, and the fines are hefty if a yacht stalls in a lock and holds up the ships in front and behind. We are hoping to find a mechanical magician in Colon, or maybe 2nd hand replacement engine. To get there we have 180 mile engineless trip, eastwards from Bocas del Toro, where we have spent Christmas and New year, in the calm of Carenero Marina. One of Nicole's dreams came true here – she learnt to water ski at Starfish Reef Resort.
Getting into Bocas was a big challenge without power. We had underestimated the strength of the countercurrent (2 knots) and it took us 3 days and nights to complete the last 20 miles, close-hauled in light winds. The two months previous we had spent in the San Blas islands, which are an independent self sufficient Kuna Indian community spread over 100 miles of coast line, with no road access. Daily transport to work in the forests or go to school is by very tippy dugout canoe. It is a sailors paradise, plenty of wind, flat water and stunning reef anchorages. When the trade wind is blowing, the waves thunder on the outer reef night and day, while tucked in behind to Cays there is enough shelter to rig up my sail and board on deck and then windsurf off till I drop. Happy days.

JJ. Bocas del Toro, 20/01/2009


Curaçao


Next stop: the San Blas islands.

WHARRAM CATS FEATURE AT THE BREST SEA FESTIVAL

The Sea Festival of Brest (France) is now for years a major event in the sailing world. If the first one (1982) was dedicated to the old gaffers and to the world of traditional sailing, since 1992 and the transfer of the sea festival from the original place (Pors Beach & Douarnenez) to the port of Brest it has become a huge festive event with millions of visitors coming there to see the boats afloat and to participate in the festival on land with exhibitions, traditional dance and chanting contests, etc.

During the last festival Bertrand and Marie-Hélène Fercot had decided to organize a Wharram meeting and were also exhibitors on a stand to promote their junk rig, the Wharram world and also to set up a small exhibition about the Eric de Bisschop's life.

This year we were only 2 Wharram cats for the PCA meeting : the Tiki28 "TIGAKI" which preferred not to join the Brest festival and our Tiki30 PHA. We regret the Tiki28 LEONARDO of Claude Bordes grounded at the beginning of her voyage to the Brest festival, happily there was not too much damages but he cancelled his voyage.

PHA was moored in the Penfeld river amongst the junk rig flotilla and we met a lot of people being interested with the junk rig and Wharram designs.

We stayed here from the Thursday 10th afternoon until the 17th. Each day we sailed in the rade de Brest. One day we welcomed Bart Witte, a PCA member builder of a Tiki 21 from Tasmania and his brother from Holland, one another day we sailed with Jean-Michel BADER's Tiki 28 "TIGAKI". The first day the wind

was strong and after the weather become better until the last day for the departure of all the boats towards Douarnenez along the rocky coast : a very beautiful spectacle.

During this week there was a lot of activities on the water and on the ground with 2 big fireworks at night and night parades each evening under sail.

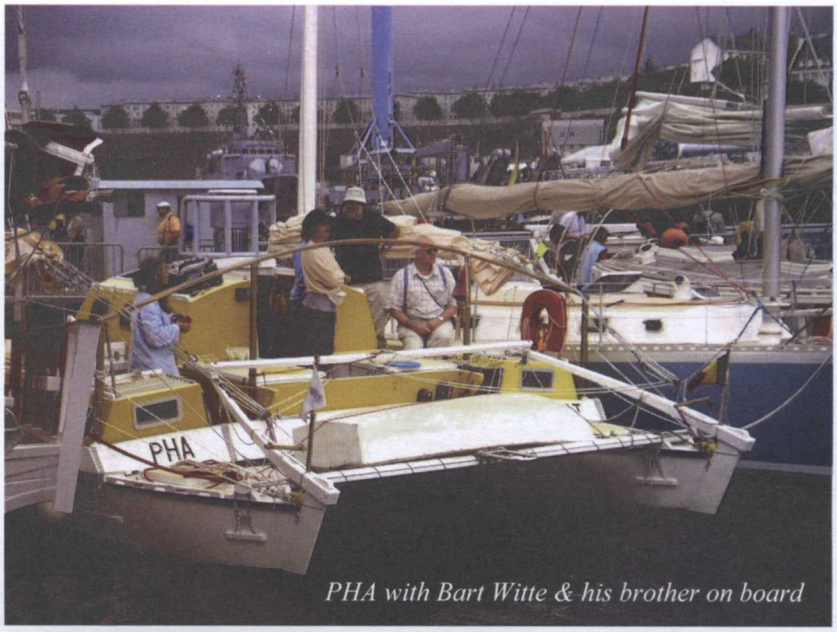
Marie-Hélène made a big work for this festival : during several months she collected all the books, magazines, articles, photos and testimonies concerning the life of Eric de Bisschop in order to expose all these documents in an Eric de Bisschop exhibition. The building and sailing of the junk rigged catamaran KAMILOA from Honolulu to Cannes in 1936 inspired James Wharram after he has read his book. Hanneke, from photos, made beautiful drawings in colour for an article on Kamiloa and Eric de Bisschop and she gave some copies for this exhibition.

PHA was a good support with her junk rig inspiration and catamaran polynesian design inspiration as Kamiloa. So Marie-Hélène had visitors interested with the junk rig, others with the Wharram catamarans.

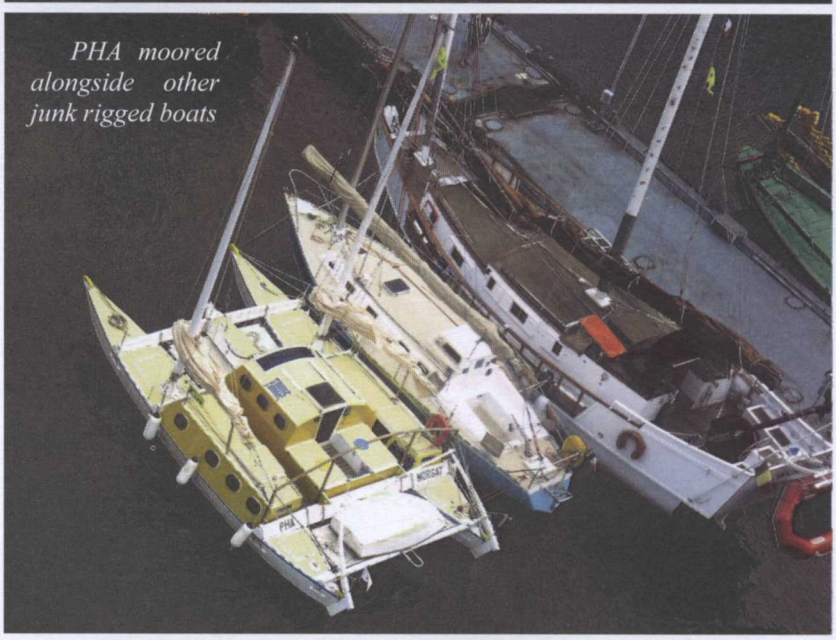
The next Brest sea festival will be in 2012, we'll be very far away sailing aboard our Tiki46 junk rigged "Harmoniae", but I hope there will be a big flotilla of Wharram catamarans, even if the weather is not always perfect, you will not regret your participation.

Bertrand Fercot

Right: Marie-Hélène on her stand dedicated to the Eric de Bisschop's life.
(Marie-Hélène, if you want to publish an article about E. de Bisschop, it's OK for us)



PHA with Bart Witte & his brother on board



PHA moored alongside other junk rigged boats

NEWS FROM SEA PEOPLE

This column *(as the rest of the mag)* is yours.
Don't hesitate to use it for giving to us some news about your boat, your sailing parties or voyages.
Even a single photo with few lines could be published in your mag.
We hope to get some news from you soon.

Rémy.

ITALY

Ma! Que bella barca!

Dear PCA, my name is Silvia Leonardi, I write to you from Italy .
My boyfriend, Marco Castelli, built "Rapa Nui", a Tiki 21, last summer, so I write about it.
It would be a great surprise for him to find his Rapa Nui in your magazine!!
Thanks in advance.
Best Regards, Silvia Leonordi.

Some people said she was 'kitch' (vintage) , some asked: "where do you sleep?", some people murmured; "what a tent!…", some others didn't know what to say. If last summer you saw a tiny, nice, red and white catamaran sailing up and down from Ravenna to river Po mouth up to Venice,……it was Rapa Nui!

After a long wait, more than three years of solitary work, Rapa Nui was born by the hands of Marco with an unimaginable satisfaction and a bit of incredulity.

After a night spent sleeping in the car, to keep watching Rapa Nui in front of Ravenna port, thanks go to a 'team' of friends (first of all Emmo!). On launch day everything was ok. It was August the 16th, …and it was real: it sailed!

The first cruise of Rapa Nui was really romantic; after facing the mosquitoes of Goro inlet, a thunderstorm in Chioggia and the waves – really big waves – of Venice Lido, it brought us in front of San Marco! Amazing…..!

Rapa Nui is now waiting for a little 'restyling' in a shed near to Marco's office, to be ready to face new adventures in this new year.

Waiting for the summer, I thank Marco and his Rapa Nui for all these emotions

Silvia, the first passenger.

From the editor:
Mille gràzie Sylvia e bravo a Marco.
For a long time I whished to get some news from Italian PCA members. I hope to get more papers from you. May I give to you some suggestions: laguna di Venezia cruising report, sailing with a Tiki on lago di Guarda, sailing along the Toscana costa , etc…
Don't forget the pictures also.

The death of our secretary Ken Hook have left the PCA decapitated and many people have expressed their surprise as much as their sadness. Amongst all the messages received here is a letter from Paul Barnett, one who knew him very much.

In remembrance of Ken Hook (1947-2009).

In 1996, after buying Madgic, a GRP Tiki 26, I needed a hand sailing from Plymouth to Poole along the south coast of England. I was put in touch with a fellow PCA member I hadn't met who would help crew for me.

I made a phone call to arrange the trip and his confidence and enthusiasm were reassuring for a novice sailor. His name was Ken Hook and we arranged that I'd pick him up in Bournemouth and travel down to Plymouth on the Friday evening to set off very early to catch the tide on the Saturday. The plan was to sail non-stop which would take around 24 hours. A few days beforehand he rang me to ask if it would be OK for his partner to join us, I said that's fine.

I arrived at Ken's house at the allotted time to pick up the crew and to my bemusement there were suited people leaving the property looking rather dressed up. I found Ken and he said, "Oh, I've got something to tell you, we've just got married today". It slowly dawned on me that this newly wedded couple would be spending their honeymoon night with me on a Tiki 26. Well, that's certainly unconventional and different I thought, and that began my friendship with Ken.

The trip went well and after we arrived in Poole I expected Ken and Anita to be itching to get onto dry land but no, Ken suggested we took time to sort out my reefing ropes so that next time I went sailing they'd be ready and properly rigged for use. That act was very typical of Ken, he'd help anyone and would put himself out to do so.
Ken did a lot of volunteering for many charities over the years and helped out at other organisations. Although he could be opinionated, which some people found difficult, he was always willing to help others and had a strong sense of justice and equality.

It is with great sadness that he passed away, and my sympathy goes out to Anita. I only hope that when my time comes I can be as gracious at facing death as Ken was.

I expect you're wondering about the honeymoon night! Well Anita was tired after her long day and Ken was helping me to get the boat ready and out to deeper water until the early hours, which left little time until the 4.00 am start to catch the tide.

Paul Barnett
Tiki 26 Madgic.

"Anna Sophia" sailing in Martinique waters with Guenter & Gundi at helm.

Tiki 30. How does she perform? (part 2)

By Guenter Zimmermann (Austria)

Continuing a series of articles based on 9 years sailing experience on Tiki 30 "Anna Sophia" over more than 16000 nautical miles, two Atlantic crossings included, Guenter comes in this issue to speak with us about two important things when you sail: the cockpit fitting out and also how to anchor the boat.

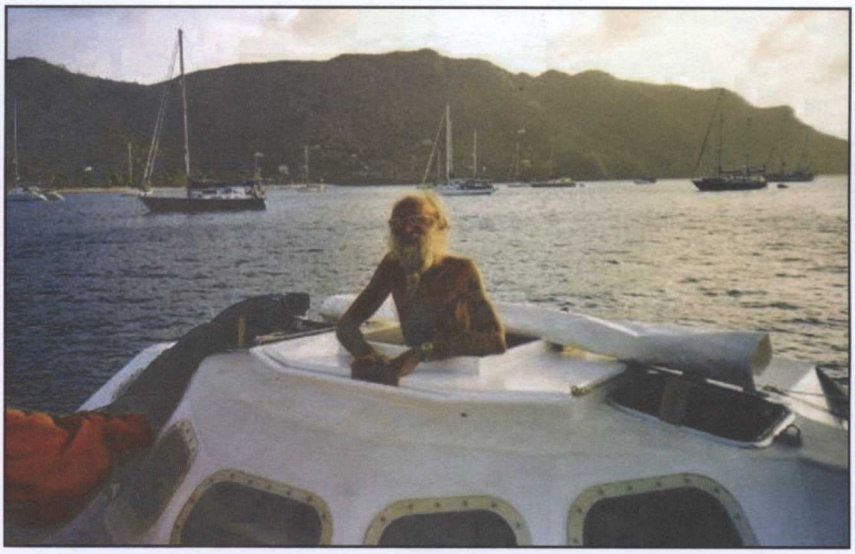
Cockpit

The original Tiki 30 cockpit, a simple box with two benches made of canvas, is a good solution if you want to use your boat only for sport and recreation or if you want to trail it as it gives you the minimum weight. For cruising and especially for ocean crossings you need more possibilities to store provisions and equipment and so you will need **seat lockers**. A number of designs of this kind exist. Our version is one of the first built. I want to describe a few details in

the chapters to come. You can find a description with sketches and building instructions in "Sea People" No. 49, page 8 (September 2002). The main idea of the design was to put the engine into the centre of gravity to reduce pitching and the "wheel effect" of the propeller. As long as we had a 9.9 hp engine we had no problems to steer the boat in narrow harbours. Now after changing to 8 hp we have them sometimes. (More information will follow in a chapter "Engines"). Owner design proved very useful over the years. All I would add now is a sprayhood to shelter the helmsman in very rough weather conditions. To reduce the weight we used poplar plywood for the lids of the seat lockers. Don't copy this mistake. Poplar plywood is not marine grade. We had to replace all lids in 2006/7.

Above: The cockpit of "Anna Sophia" as modified by Guenter.

For rough weather a **deckhouse** would be a good solution and if properly designed it would not mean much more windage. There exists a version from JWD. Cal O'Neal, a good friend of ours, built it for his "Copycat" and so I know it. To me it is too small and too narrow and I don't think it justifies the extra work and extra weight. A perfect version was built by Ric Harris for his Tiki 30 "Arin". We met Ric twice, once in Lanzarote / Canaries and a second time in Bequia/Grenadines. In his deckhouse you can get from one to the other hull absolutely dry. The boat can be steered from inside and the flexibility between hulls and beams is still intact. I tried to persuade Ric to publish his design but did not succeed.



Above: Ric Harris on the top of his deckhouse aboard "Arin"

Below: The original deckpod as designed by Wharram.

Anchoring the boat

Most "Wharramites" come from camping life and canoeing to sailing, especially those with the smaller boats. They love to live a free life in a natural surrounding and they omit marinas and harbours where ever possible. So anchoring is of central importance. We use a 16 kg "Buegel" as **main anchor**. The German "Buegel" is a very good all round anchor that even bites into seaweed. It sets fast and as it has no hinge storage is easy and the danger of injury small. 16 kg seem a little heavy for a 30 ft catamaran with low windage. In most cases 12 kg would do but we wanted to have a safe storm anchor.

In addition we have two Fortress FX-16 (with mud flaps 5 kg each). These **duralumin anchors** of the Danforth type from Florida are specially designed for mud ground but give also a very high holding power in sand. If you use them in soft mud you can enlarge the fluke angle to 45° and the mud flaps help to set them. We use one of them for a Bahamian mooring in combination with the main anchor and the second as a stern anchor.

Preparing the mooring line is one key of the success aboard a multihull

Since 2007 we use 40 m of 8 mm **galvanised chain** for the "Buegel". We connected the chain with 30 m of 14 mm laid rope by splicing the end of the rope into the last link. The anchor was fixed with a chain connector (not a swivel). To find this connector was not easy. With the generally available connectors you can only combine a 16 kg "Buegel" with a 10 mm chain. In the end we got an Italian product made of stainless steel suitable for 8 mm chain from Lindemann Company / Hamburg, Germany. We would have preferred a galvanised product.

The main reason why most cruiser sailors prefer galvanised steel to stainless steel is the fact that there are no signs on stainless before it breaks. Galvanised steel shows deformations first. In addition stainless (especially A4) shows a special corrosion if oxygen is absent in the water because of pollutions that can happen in harbours. We had a problem of this kind after 10 days in the innermost part of Rodney Bay harbour on St. Lucia Island. 1/3 of the thread of a shackle bolt in the anchor line was missing when we demounted it a few weeks later.

As our battery capacity is only 108 Ah an electrical **anchor winch** was out of discussion. We decided for the Italian mechanical "Lofrans Royal" where you pump the anchor up by a lever and we are absolutely content so far.

When we launched the boat in 1999 we used only 2 m of 8 mm stainless chain for the "Buegel" and the rest was 14 mm nylon rope to save weight and I pulled the anchor up by hand. In the Antilles we shackled 10 m of 6 mm stainless chain between rope and the 8 mm chain because of the corals. Now pulling by hand was much harder and in the end I damaged my back. Now I know that the Tiki 30 is a much better load carrier than expected and that the anchoring equipment we

have now should have been installed in the very beginning of our cruising life.

A chain is not only essential in the tropics because of the coral heads. It is also necessary in crowded anchorages which is nearly everywhere in the Mediterranean. Under normal weather conditions with chain a scope of 4 times the depth of the water is necessary, with rope 7 times. In stormy weather it is 5 and 10 times.

Anchoring a catamaran means to use a **bridle**. It eases the movements at anchor considerably. We use a fixed bridle made of 14 mm nylon rope. Nylon is essential because it is very elastic and acts as a damper. We took a piece of rope of appropriate length and sewed an eye into the middle, containing a stainless thimble and secured this eye by an overhand knot. The distance from this knot to the tips of the bows is 4.20 m. The arms of the bridle are led through the holes in the bow tips and fixed on U-bolts on the foredecks by doubled anchor bends (fisherman's bends). Where the arms lead through the bow tips they are protected against chafe by pieces of garden hose. These pieces have to be secured against slipping, best by knots. The deck area where the U-bolts are mounted are fortified by a hardwood under construction.

The connection between bridle and chain is accomplished by a **chain grip** that is shackled to the eye of the bridle. So the necessary chain scope can be paid out easily. The shackle has to have a self locking pin. If a scope of more than 40 m is necessary and rope has to be connected to the bridle we put an **artillery knot** into the rope to get a fixed eye. This eye we shackle to the eye of the bridle. It can be easily opened again when the shackle is removed. To make an artillery knot you start with a loop and then put a fake through this loop. This would give a slip knot. But when you put the fake a second time through the loop and then pull it you get a knot that produces the fixed eye. This knot was used to pull guns in former times. Each eye was connected to the harness of a horse.

to be continued

Above: "Anna Sophia" moored in Venezuela. Note the bridle coming down in the water from each bow.

Which Design is Right for Me?

It is always a huge dilemma to pick/select a boat and after the post purchase euphoria and after the first cruise has passed I suspect most people are either convinced they have made the perfect purchase or they are wondering if they could have improved on it. I do not propose to consider monos versus cats as I assume if you are reading this you already favour a cat.

By Robert Sheridan

My first cruising yacht was a Hinemoa and whilst I was (and am) very enamoured of her she was not everything I wished for and I had to remind myself of why I bought her – which brings me to the subject of this article: boat buying is a comprise, but what should you be considering in making the compromise.

When I decided I wanted a yacht I worked out that I was after was a boat that I could sleep on, gave me some privacy if I had crew, would enable me to take 6 or more friends out for a day sail, was up to being taken across the English Channel and had a reasonable turn of speed to give me better cruising range. My main constraint was cash and after looking at the monohulls I could afford I realised that only a Wharram could do what I wanted (other cats in the same cash range were not such good sea boats) and that I really wanted sitting headroom down below which ruled out a Tiki 21. Revisiting this decision later, after much work having been done on my Hinemoa, the only thing I would have done differently would be to borrow the money to buy a Tiki 26 in good condition as I would have spent more time sailing rather than working on the boat and a Tiki 26 would have been better for longer trips.

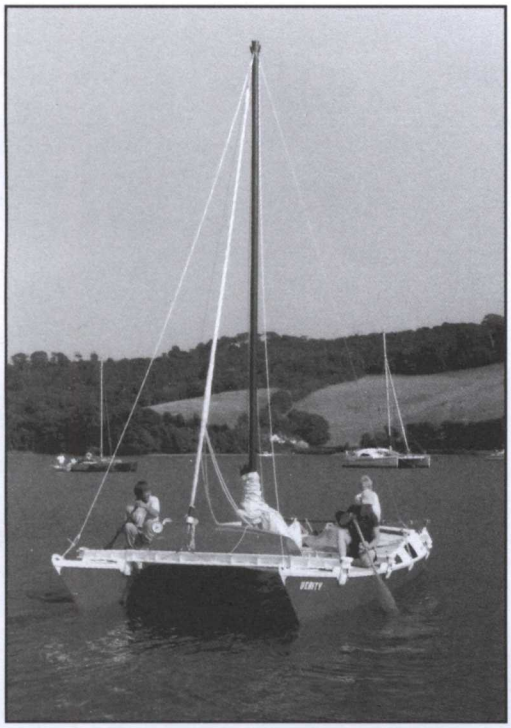
I have been lucky to have crewed on a number of larger boats (36 foot to 46 foot) for long trips which gave me an additional insight into the small over large yachts; The small boat is:

- cheap to fit out and maintain
- you can afford to experiment to get it set up right
- a small cat is light so you are less worried about learning (e.g. if you run aground you can jump over the side to push her off)
- you can get into places other boats can not
- moorings are cheaper and you have the option to trail her home for the winter.

The downsides are:

- you are limited in the stores and equipment you can carry
- she will struggle more in difficult conditions than a larger yacht
- living in the cabins in bad weather can be challenging (though a deck tent helps).

What I particularly enjoyed about my



Opposite page:
Aboard Sealark 3 (Hinemoa)

This page, left corner:
Verity (Tiki 21) is a typical small boat but I would have a bigger one

Hinemoa was that I could anchor her under sail and sail her off single handed even in windy conditions and crowded anchorages and I did not have to worry about things going wrong as she was light enough to be fended off if I got too close to another boat. I now sail a Tiki 30 with my wife, who used to sail a Tiki 21, and we are more both more circumspect than we were with our previous boats (but this may be simply that we have not sailed her enough yet).

We bought a Tiki 30 as we wanted to be able to cruise with up to 4 people on board with a reasonable level of comfort. As we live in the UK this has meant adding a pod as we found the cabins cramped in poor weather. We look enviously at larger boats, but would not want to incur the increased maintenance and other overheads unless we were living on board so are happy with our Tiki 30, which also has the benefit of the size not causing consternation when we show up in harbours.

The other thing I have learnt is that if you want to spend as much time as possible sailing it is desirable to reduce your time on maintenance by having as small a boat as possible and not loading her down with electronic equipment. I have seen enough people sitting in harbours waiting for spares or technicians to put me off gadgets. I always keep in the back of my mind the season one year when my Hinemoa was craned onto the shingle without mast, sails, rudders, incomplete antifouling and little of her equipment: the yard bet me I would not be ready by the time the tide came in early in the afternoon and I won the bet. I am not sure I could match this with our Tiki 30.

Some key points you may want to consider when picking the design you want to go for are:

Ease of Use and Capability

- Space for spares and tools – how independent do you need to be
- Space for food and water – how much will you need to carry
- Need for winches etc. – can you pull up the anchor, sails etc. with the equipment available
- Manoeuvrability – will you have to do difficult manoeuvres to get to your berth
- Maintenance costs
- Mooring costs

Facilities on the Boat

- Chart table – can you live without one
- Galley – could you live with just a small camping stove
- Size of bunk
- Shelter on deck – in a small

Which Design is Right for Me?

Above:
Mango Elephant (Tiki 30) & Sealark 3 (Hinemoa) moored together.
The choice between those two design is just question of compromise between different factors.

cat the shelter is usually your foul weather clothing
- Headroom – sitting room, standing room or not bothered
- Heads – small cats have at best a portapotti in one of the cabins.

Sailing

- Day sails - Home every night
- Weekend sailing - Stay on boat for occasional night
- Inshore cruising - Day sailing with nights on board
- Extended cruising - Living on board for extended periods
- Offshore sailing - Sailing out of reach of land

Crew

- Type
  - Single Handed
  - Couple
  - Children
  - Friends
- Needs and ability
  - Health
  - Agility
  - Skills
  - Experience
  - Comfort

You should also take into account where you can keep the boat and how you will maintain her. Some thoughts on these two areas are:

Location

- Warm, temperate or cold climate – it is easier to manage in a small boat when the weather is generally warm and sunny
- Distance from the boat to home – if you have to travel far it is difficult to make a spur of the moment decision to go sailing or just go out for a couple of hours.
- Frequency of usage
- Facilities available (water, fuel, stores, etc.)
- Cruising ground

Maintenance

- Access to the boat– further you have to travel the less time you want to spend on maintenance and ferrying stuff out to her
- Time available
- Cost
- Skills (yours versus those available to you from potential crew)
- Local facilities (chandlers, slips, ……)

Finally: a boat is an indulgence and so you must enjoy how she looks. It does not matter how the analysis turns out if the boat it indicates you should get is not one you like the look of.

PHA will be on the market!

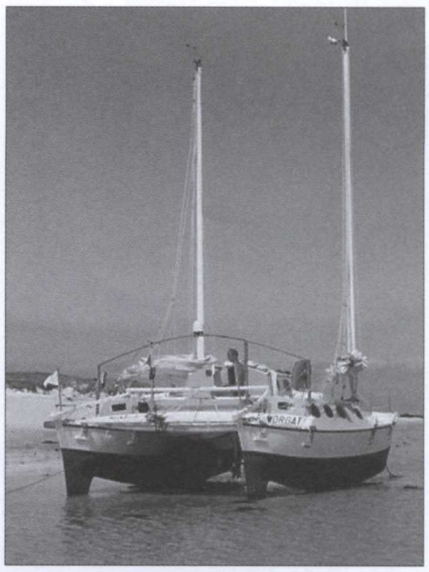
"PHA", one of the famous Wharram cats, have been seen often in the magazine issues.

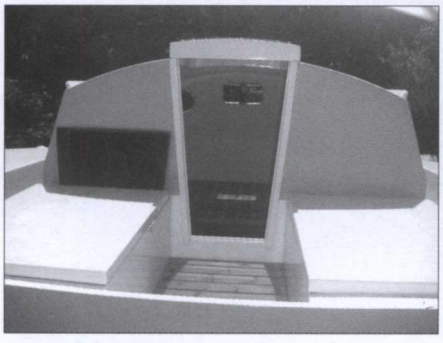
She is a Tiki 30, plan N° 119, launched in Martinique under Belgium flag.
Rigged with 2 free advanced junk rigs (Swing wing rig) she will be free for sale next November 2009.

She proved her efficiency and reliability with one ocean crossing from Martinique to France and cruises between Brittany and South U.K. and around Brittany.

Built with first class marine plywood (all plies are in sapele) and hull timbers in mahogany. For comfortable cruises a cabin pod between the hulls with an integrated cockpit has been added. Under the starboard seat is a 15Hp honda with high thrust propeller and under the port seat is a big locker for emergency gear, lines, wet clothes, and also an anchor box in the centre of the trampoline. After the cockpit is another trampoline with a wind pilot "Navick"

She is very easy to handle under sails and tack easily.
Visible in France, Brittany near Brest.
Price: 30,000 euros.
For details, contact:
Bertrand and Marie-Hélène FERCOT - 14 Bodivy 29450 Sizun –France
Phone: 0033 (0)298 688 611 or e-mail: bertrand.fercot@orange.fr





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****** Ditty Bag ads will run automatically for 2 issues** (to give other members space). If you sale, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

MISCELLANEOUS

Greg has a Pahi 31 that he wants to modify and would like to hear from others who have Pahis.
Contact Greg at 850-871-1605

Shane has a new Wharram website and is building Wharrams in Texas
http://wharrambuilders.ning.com

David is building pro-built and Wharrams approved Wharram in Florida.
http://www.boatsmithfl.com

FOR SALE

Tangaroa Mk1. Builder N° 413.
Unfinished project, had to stop work on it due to ill health. 3/8 marine plywood, Wessex resin sheated. All chains and ropes, Jeckells sails, sprit ketch rig. Cross beams and mounting brackets. Includes 35lb plough anchor, 30lb fishermans anchor and rudders. Also, galley fillings, Flavel Radford with burner and grill, and copper bot, enough for all. Polytunnel also available. Many extras accumulated over the year and unfortunately some deterioration.
Please contact: 01873 850 600
David Greenwood

From our members in USA we have heard that few Wharram cats are on the market.
That could be a good opportunity for acquiring your first boat or a bigger one.
Have a look on the next column of this page:

Tiki 26 for sale in New York city.
Contact Betsy at:
betsy@vinestreetworks.com
or at: 718-524-0221

Tiki 30, new, professionally built, is for sale in Florida.
Contact David at 561-744-0855
or: www.boatsmithfl@com

Tangaroa MK I built in 1980 for sale at Isla Morada, Florida.
Contact Joe at 850-525-9292
or coconutjoe0007@yahoo.com

Tangaroa MK I for sale
Contact Stephen at:
stephenveale@@yahoo.com
or sveale3@live.com
He has also a Jones weekender for sale.

Tangaroa 36 MK IV built in 2002 for sale at Isla Morada, Florida.
Contact Dan at 305-664-0190
or drkunz@hotmail.com

Tiki 38 built in 2007 for sale in Tampa, Florida.
Contact Hans at: 941-769-0857
or chocho2004@embarqmail.com

Tehini, unfinished, for sale in Pennsylvania.
Contact Don at: 305-801-5663
or don.jones@live.com

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No Reserve, Offers Invited.
1) NARAI "IF DIGS RUN FREE": my sailing home for 10 years but on the beach as a summer house for last 6 years. Lots of gear but also lots of work.
2)Ocean bird trimaran "SWINGALONG" Sailed her until a couple of years ago, been on a swinging mooring since. Again needs lots of TLC.
3) Hobycat 14 on stands, almost new trampoline and foresail, good main, good hulls.
4) Shopping dinghy about 4m, 25hp Suzuki, plus various other outboards and lots of gear to go with the boats or separately!
5) My house in the village of Culatra is vacant and available at reasonable rent to anyone wanting to view any of above, so while you consider an offer you can enjoy a very different Holiday on Ilha da Culatra, Portugal.
Gerry Fleming in year book. 00351 289798453 916256599 gerryinport@hotmail.com

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Tiki 26 "2 Amigos"
Built in GRP by Imagine multihulls 1991.
Jeckells sails 2004, spinnakers, 9.9 Mariner 2005, Tacktick depth/speed 2008, re rigged 2006, solar panel, lights, deck tent, Origo cooker, fitted mattresses 2004, anchor, warps, fenders etc.
Much work done over last few years. VGC.
Lying Poole. Price £12,750

SOLD

Melanesia for sale.
At present lying in our back garden, upside down.
Repair done to handle at front, & taken to the Beale Park Boat Show. Price asking for is £200, to pay for costs of the wood, & epoxy, in building the outrigger.
Serious offer only, no time wasters, contact either by e-mail hook.ken@virgin.net, or write to us, address in yearbook. Can e-mail pictures.

Tiki 26 "Skinny Dipper" - wooden, built 1988 due to ill death, Skinny Dipper is up for sale. Much work has been done to repair rot along a stringer/hull, & also one beam.
Now fully functioning, & was at the start of the Azores Jester challenge race, the electrical autohelm let us down.
Full inventory to still be done, but obviously sails, ropes & fenders to be included.
Price in the region of £5500, to cover cost of repair material, (plus buying her the 1st place). Serious offers only please, no time wasters, e-mail hook.ken@virgin.net, or write to the address in the yearbook. Can e-mail pictures of Skinny Dipper. At present lying in Poole (GB).

Above: Skinny Dipper at her mooring, Poole harbour 2005.
below: Skinny Dipper under sail.

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Tiki 26 unfinished project. Pictures in mag 71
It is always sad when an interesting and absorbing project comes to an end, even more so when the end is not reached due to external factors. This is the situation I find myself in, I bought a set of Tiki 26 plans three years ago, purchased top quality materials from Robbins Timber and to date have completed one hull up to the point where it needs a final sanding and then painting.
The hull has 8mm Perspex windows fastened with interscrews. Both hatches are covered in fibreglass and have 316 stainless steel hasps and staples for security, with the fore deck hatch on hinges and the main hatch on bronze sail slides. The keel has a 25mm x 5mm stainless steel strip for protection. The rudder is complete but not fixed, fastening points have been cut with a router and filled with resin and wood flour for water tightness.
This hull is on a dolly *(see picture on the right)* having solid rubber tyres on a 25mm 316 stainless steel axel rod, it is a rugged unit built in 25mm plywood for longevity.
The hull is being offered for sale along with materials for the other hull and most of the rest of the boat (I didn't buy the lumber for the mast at this stage) and you will require more resin and maybe a bit more glass cloth.
This sale represents a chance for the new owner to get a head start in the construction of a Tiki 26 and purchase the materials at cheaper prices than you could source them at today's prices, when purchased the Okume Marine ply cost £953 and the Douglas Fir and sapele lumber cost £757. I worked on the basis that 200 miles off shore in a gale was not the best time to worry about the quality of materials or workmanship.
I found that it took a lot of time to source the materials which cost £3785 and I have receipts for this amount which you will need to prove that the boat is VAT paid. If you already have some ply or timber I am willing to keep it and reduce the price. Make me an offer.
Contact me on 07976 209028.
Mike Machnicki.

For Sale: **Tangaroa Mk 1 S.**
Pictures in mag 71
Hulls /decks very strongly built marine ply, cascover sheathed. Some rot under two beam mountings. Main cabin tops unsheathed and have some rot in ends. Rear sleeping cabin tops are sound, raised giving comfortable sitting headroom. Yamaha 9.9 outboard between hulls in box under centre cockpit. Alloy mast, roller reefing genoa, stainless rigging, bow walkway and foredeck replaced, centre cockpit & wheel steering. 45 lb CQR + 51 ft of 3/8 chain and small Danforth + some ¼ chain. Fenders and lots of rope.
A very comfortable boat. Needs TLC which due to age and health I can no longer give (need smaller! Hinamoa or Tane, or similar.) Price for boat £3800 or near offering 01208 8146228 ansaphone. Speak slow and clear please.
Address in yearbook .
Peter Green

Pahi 42 for sale:
Pictures in mag 71
I wanted to build a Captain Cook (pahi 42) and sail her to Australia and New Zealand. Before I started to build I believed it would take me 1.5 - 2 years to have her in the water, but it took me 10 years. I lived on the boat for several years. About two years ago I moved in to a flat and was unable to keep up with the maintenance. At the age of 71 I now need to sell her, and like to get an offer. This is a opportunity for some one who can use his hands, for she has to go, I ask 30.000 euro, but she shall have to go for less if I can't get that.
I can be contacted by phone 31 0320 880380, or e-mail sundower@wanadoo.nl
the Sundowner is at Lelystad in the Netherlands.
Gerard Janssen

Ditty bag is now available online via the PCA Forum see website for details www.pca-seapeople.org.uk
If you want to add a picture or an add to the online ditty bag please send to pcapix@pca-seapeople.org.uk

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Single back issue of *The Sea People.*		£ 3.75 each	
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ITEMS ORDER

		Qty	Unit Price	TOTAL
Red Burgee	Double thickness, printed logo both sides		£12 each + P & P	
Baseball Cap	Colour Navy with white logo ***(P & P included)***		£6 each Inc. P & P	
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Tee Shirt (Sizes M to XXXL) (long sleeves, light material)	Colours: W, NB, Bk, R, DNB, GR		£13 each + P & P	
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Polo tennis (collar + buttons) (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O		£15 each + P & P	
Sweatshirt (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O, SB, GR, P, EG, Kg		£16 each + P & P	

** for XXL & XXXL sizes, please add 0.50£ per item

Colours: W= white, N= natural, A= ash, NB= navy blue, Bk= black, BG= bottle green, Bl= royal blue, Sb= sky blue, S= sunflower, Z= zinc, K= khaki, OG= olive green, R= red, Bg= burgondy, DNB= deep navy blue, G= gold, GR= grey, O= orange, H= heather, P= purple, EG= emerald green, KG= kelly green

PACKING & POSTAGE	TOTAL
Burgee : UK: £ 0.75 Europe: £ 1.40 World: £ 1.75	
Clothing items: UK: £ 2.50 first item, £ 2.00 each extra item **Europe airmail: £ 3.00 per item** **World airmail: £ 5.00 per item**	
Credits cards we can accept are Visa & MasterCard	

Payment with order in Sterling cheques (or credit card) as priced above. Please **add** equivalent of **£5** if non-sterling cheque for our currency conversion costs.	**TOTAL AMOUNT:**	

Your Name (as shown on credit card): ..... First Name: .....

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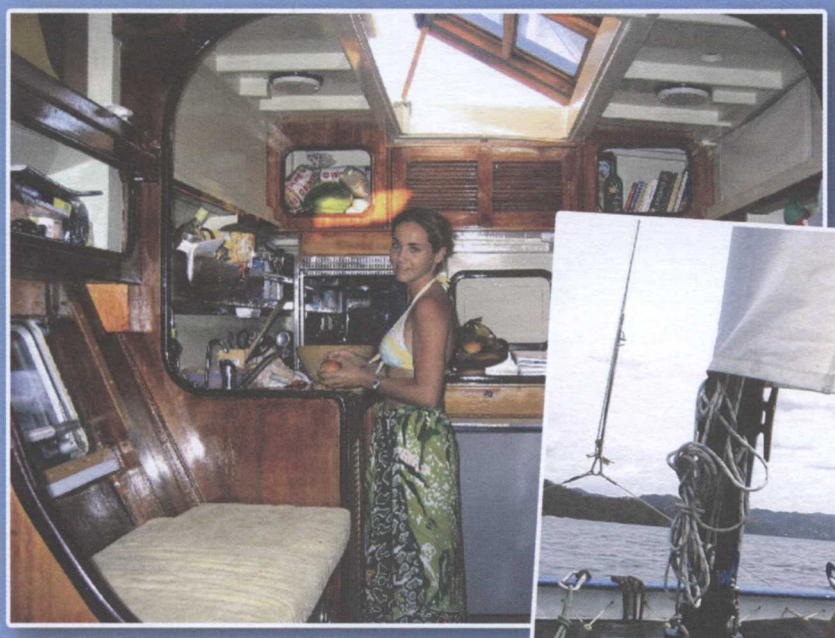
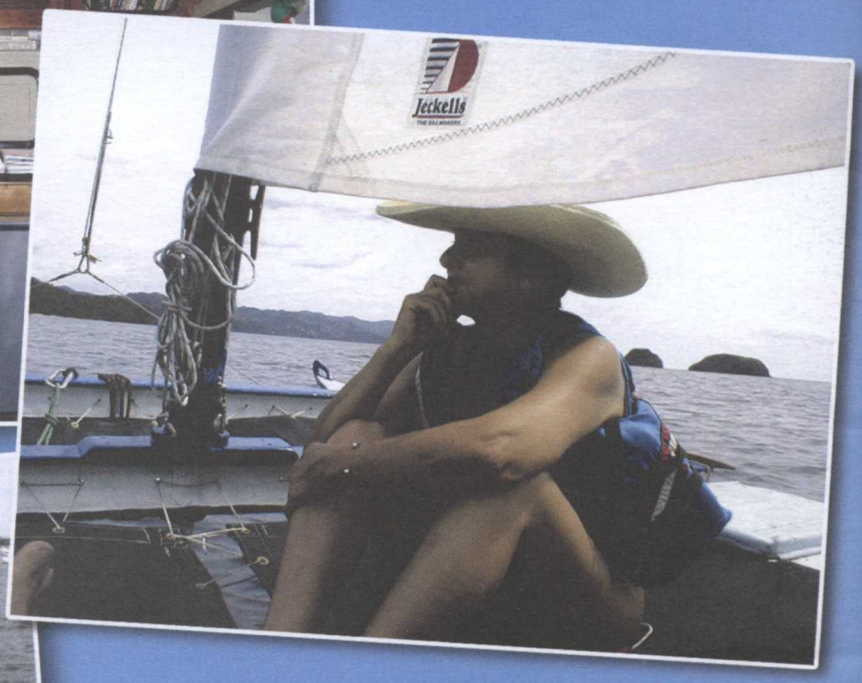
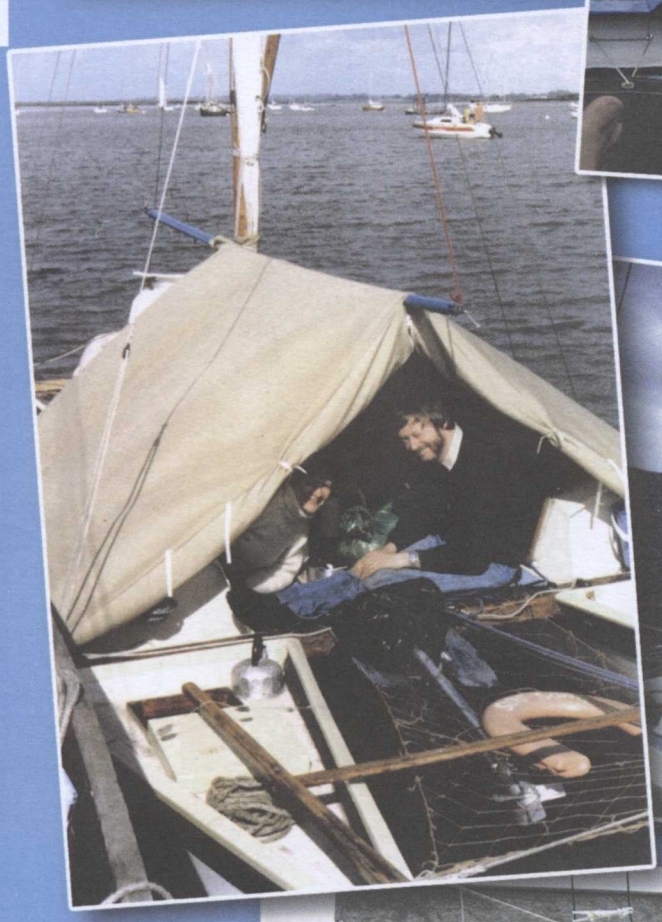
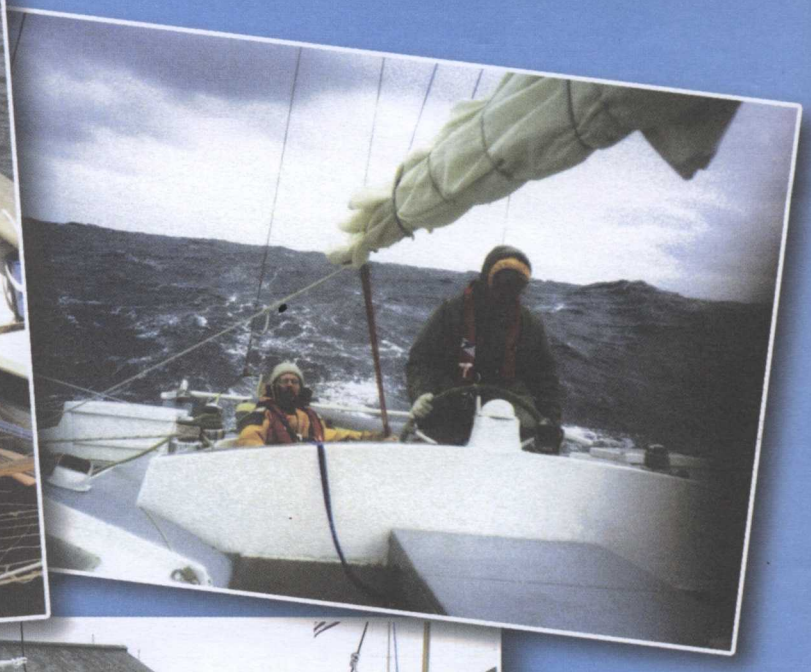
Post this to: **PCA Office, 12 Westbourne Close, Ramsey, Isle of Man IM8 2ES, United Kingdom**
Or contact the secretary for alternatives ways of paying or supplying car details to the office
+44 (0) 1624 818141 or email Secretary@pca-seapeople.org.uk or PCA@sea-people.org.uk
Please give us phone number, email adresses, etc. to help the office and other PCA members to contact you




Jeckells